

Latitude 38

VOLUME 187, JANUARY 1993

CIRCULATION: 48,000



15-18 Montague Expwy
San Jose, CA 95131

Mailing Serv., Inc.

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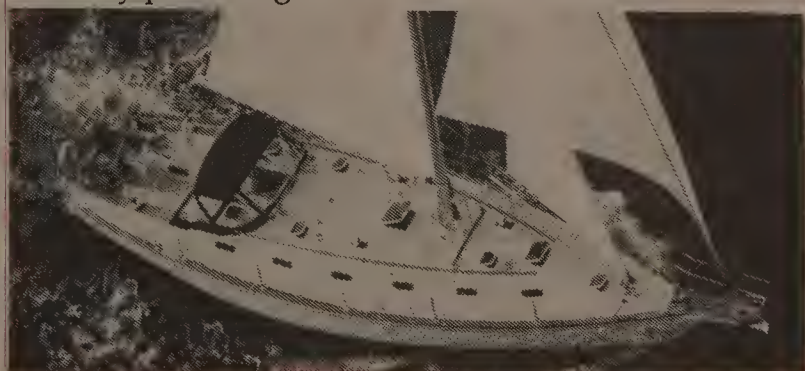
On Display at the SF Sports & Boat Show



ISLAND PACKET 35

LOA	38'0"	Displacement	17,500 lbs.
LOD	35'4"	Ballast	8,000 lbs.
Beam	12'0"	Sail Area	735 sq. ft.
Draft	4'6"	Headroom	6'4"

Do you value your time, love to sail and insist on first rate quality? If your answer is yes, you have a lot in common with most Island Packet owners. The Packets are rock solid cruisers with big comfortable interiors and easily managed sailplans. Loaded with features and amenities, these swift cruisers are very user friendly. All Island Packet yachts are carefully crafted with pride to a quality level rarely approached in any price range.



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This exceptional liveaboard cruiser has all the comfort, safety and features to take you anywhere your dreams lead.



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ISLAND PACKETS
44 ~ 38 ~ 35 ~ 32

We are the
West Coast
Island Packet
dealer

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COVER PHOTO: *Latitude 38*/Richard
Bloopers -they seemed like a good idea at the time.

Graphic Design: Colleen
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



**SHOULDN'T
YOUR YACHT
BROKER BE A
PROFESSIONAL?**



ON DISPLAY



1983 ISLANDER 28. Excellent condition. Great one-design starter boat. \$24,900.



1986 PEARSON 33. Quality construction and finish. Cruising interior, dodger, Loran, queen-sized aft quarter cabin. \$65,900.



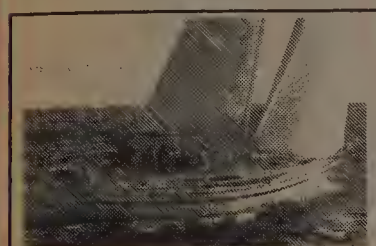
1988 BENETEAU OCEANIS 350. Very popular, clean and well-equipped modern cruising boat from industry leader. \$69,000.



BENETEAU 375. 1985. Exceptionally clean performance cruiser. Traditional teak interior. Don't miss this one. \$74,500.



1989 PASSPORT 41. Bob Perry's masterpiece of function and beauty. Mint condition, furling, windlass. \$179,500.



TASWELL 49. Impressively equipped including bow thruster. Customized and elegant. Call for appointment. \$449,000.

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26' YAMANA, dsl, 1984, go fast	16,500
27' ISLAND PACKET, 1990	55,000
28' ISLANDER, 1984	24,900
30' MOORE, 1985	32,000
30' ALBIN BALLAD, 1978, excellent	24,000
30' DUFOUR, 1970, refurbished	19,900
30' SANTANA, 1976, diesel	21,500
31' ISLAND PACKET, 1986	69,000
32' ERICSON, 1976 make offers	24,000
32' VALIANT, 1977 epoxy bottom .	45,000
32' ISLANDER, 1977	28,500
32' WESTSAIL, 1979	52,500
33' APNODITE, 1977	24,000
33' PEARSON, 1986	65,900
34' WYLIE, 1980	39,500
35' ISLAND PACKET, 1989	129,000
35' CHRIS CRAFT, 1963 2 from	29,900
35' NIAGARA, 1981	59,500
36' ISLANDER, 1975	43,000
36' PEARSON, 1985	offers 85,000
37' PASSPORT, 1988	139,000
38' FINNSAILER Motorsailer, 1978	69,000
38' SABRE, 1988	159,000
38' ISLAND PACKET, 1989	159,000
38' MORGAN, 1979	61,000
38' FREEDOM, 1989	135,000
38' BALTIC, 1983	135,000
38' CABO RICO, 1988	160,000
38' CALIBER, 1988	134,900
40' CAPE DORY, 1985	135,000
40' TARTAN, 1986	145,000
40' PASSPORT, 1987	172,000
40' BERMUDA, Ninkley, 1964	134,000
40' X-119, 1990	128,000
41' MORGAN KETCH, 1979	69,900
41' CT KETCH	59,900
41' NINCKLEY, 1965	120,000
41' PASSPORT, 1989	179,500
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	114,500
41' FRERS, 1988	149,500
41' HANS CHRISTIAN, 1986	169,500
41' CAMBRIA, 1986	249,000
42' TAYANA, 1987	115,000
42' NALLBERG-RALLY, 1984	160,000
42' TARTAN, 1982	115,000
42' WHITBY, 1981	129,950
43' HANS CHRISTIAN, 1985	189,000
43' SHANNON, 1986	229,000
43' MASON, 1982	145,000
44' ALDEN, 1980	210,000
44' C&C, 1987	149,000
44' GULFSTAR, 1980	128,900
44' LAFITTE, 1985	175,000
44' NYLAS, 1986	185,000
45' BRISTOL, 1983	235,000
49' NINCKLEY, 1973	285,000
49' TASWELL, 1991	449,000
50' PASSPORT, 1990	395,000
53' MASON, 1984	325,000
59' NINCKLEY SOU'WESTER, 1984	500,000

BENETEAU BROKERAGE

31' BENETEAU FIRST race, '91	69,000
34' BENETEAU FIRST 345, '88	79,000
34' BENETEAU OCEANIS 350 ... 2 from	69,000
37' BENETEAU FIRST 37.5, '85	74,500
40' BENETEAU 405, 1987	119,000
42' BENETEAU, 1983	97,500
43' MOORINGS 432, '87	140,000
45' BENETEAU FIRST 45f5, '91	239,000

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BROKERAGE

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Queen of the SF Sports & Boat Show



BENETEAU FIRST 45f5

Designed by Bruce Farr
Styled by Pininfarina
Crafted by Beneteau

Some boats are built for comfort with little thought of performance.

Some boats are built for speed with little thought of comfort.

Some boats are built for condo style living.
Some boats are built for the sea.

Some boats are built to endure.
Some boats force you to endure.

Some boats bring joy.
Some boats bring regret.

Some boats exemplify design perfection and careful, conscientious construction.
Some boats are pushed off the production line to meet quotas.

Some people believe what they want to hear.
Some people look closely and see the difference.
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BENETEAU

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Who will build your next boat?



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BENETEAU MODELS

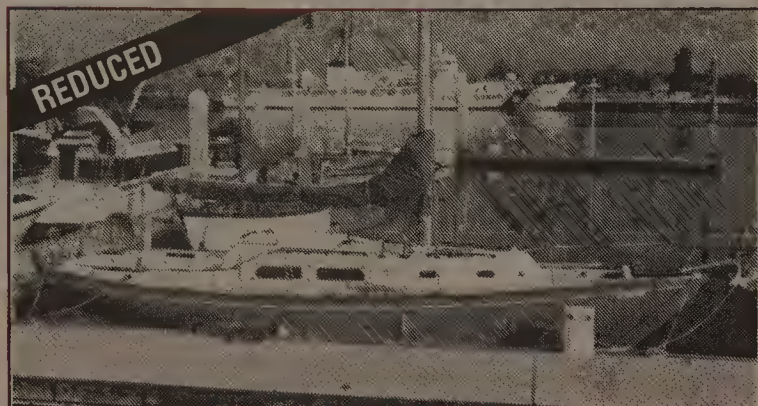
First Series
62 • 53f5 • 45f5
41s5 • 38s5
35s5 • 310

Oceanis Series
510 • 440 • 400
370 • 350



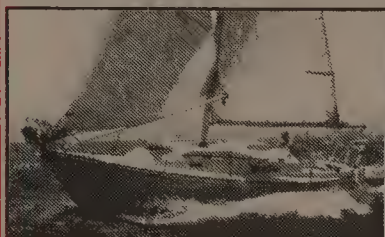
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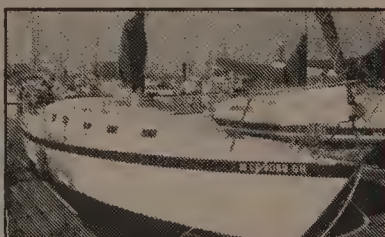


35' PEARSON 1968

Probably our largest, most affordable cruising boat under \$20,000. Seller has just reduced the price & wants the boat to go sailing to Mexico with a new owner. Good equipment + diesel. Now asking \$18,750.



30' C & C 21,750
Lots of new equipment



32' ENDEAVOUR ????
Owners must sell/make OFFER!!



25' SIEDELMANN ..2 from 6,900
Race, cruise, have fun.



29' ERICSON 19,900
Diesel & very clean.

22'	CAPE DORY	At our docks	14,950
22'	CAL w/trailer	At our docks	9,995
22'	CATALINA, trailer	At our docks	6,900
23'	MERIT, trailer, dealer demo	At our docks	6,900
25'	CATALINA		22,500
25'	SEIDELMANN	At our docks	2 from 6,900
26'	PEARSON	At our docks	8,500
26'	CHRYSLER, trailer	At our docks	11,850
27'	DUFOUR	At our docks	13,900
27'	CATALINA, inboard	At our docks	9,900
27'	ERICSON	At our docks	12,900
28'	CAL 9.2	At our docks	28,500
28'	CONTEST	At our docks	Reduced 19,900
28'	P (Folkboat) "woodie"	At our docks	7,800
28'	CAL	At our docks	9,995
29'	RANGER	At our docks	16,900
29'	CAL	At our docks	2 from 16,900
29'	ERICSON	At our docks	19,950
30'	HUNTER, dsl, wheel	At our docks	24,500
30'	BENFORD pocket cruiser	At our docks	24,500
30'	C & C	At our docks	21,750
33'	WINDWARD	Next door	18,750
33'	RANGER	At our docks	24,000

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Latitude 38

"we go where the wind blows"

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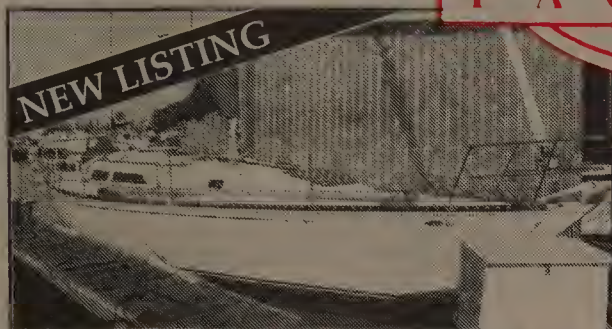
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50' COLUMBIA 1970

You've heard it before and in this case it is absolutely true: The Best Columbia 50 on the West Coast. With numerous upgrades and complete detailing this vessel is presented in BETTER THAN NEW condition. Appointment required to view. Inventory available on request. Asking \$119,500.



BROKERS CHOICE



28' HUNTER 28.5	29,500	37' RAFIKI	85,000
29' CAL	3 from 17,900	38' C&C LANDFALL	\$9,900
30' PEARSON	19,750	38' DOWNEAST	58,500
30' CAL 9.2R	28,000	39' CAVALIER	69,900
30' BENFORD	24,500	40' CHEOY LEE OFFSHORE 40	59,000
30' CAPE DORY	69,950	40' C & C	79,900
30' BABA	58,000	41' SEA TIGER	68,500
30' LANCER	34,500	41' SEA STAR	79,900
30' PEARSON 303	34,500	41' MORGAN OI	69,000
32' ERICSON 1989	67,500	42' HUNTER PASSAGE	177,500
32' MORGAN	44,500	42' PEARSON 424	98,000
32' WESTSAIL	52,500	43' OCEANIS 430	175,000
32' ALUMINUM CUSTOM	56,000	44' MASON KETCH	225,000
32' ANASTASIA	Reduced 37,500	44' LANCER	New Listing
32' ENDEAVOUR	27,900	45' COLUMBIA	79,900
33' RANGER	24,000	46' CAL III	129,000
34' MARINE TRADER TRAWLER	49,950	47' PH MOTORSAILER	119,000
35' FORMOSA	39,500	48' MAPLE LEAF	119,000
36' CATALINA	66,500	48' CHEOY LEE	114,900
36' FREEPORT ISLANDER	64,500	50' COLUMBIA	119,500
36' MORGAN OUT ISLAND	39,500	50' CAULKINS	75,000
36' SABRE	110,000	51' PASSPORT	299,000
36' UNION	\$9,900	55' TAYANA	369,500
37' HUNTER	49,500	57' SWAN	Reduced 395,000
37' PASSPORT	129,900	68' DEERFOOT	495,000



46' CAL III 129,000
Excellent condition/great inventory



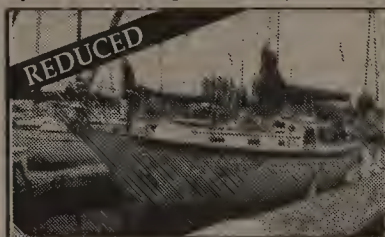
32' ERICSON 1989 67,500
Top condition/great value



41' SEA STAR 79,500
Inside steering/aft stateroom



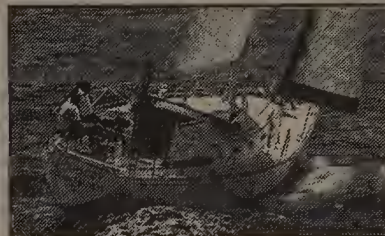
32' CUSTOM ALUMINUM 56,000
Strong, safe and sea kindly



36' ISLANDER FREEPORT 64,500
Great liveaboard/coastal cruiser



43' OCEANIS 430 175,000
Three enclosed cabins/fast & fun



32' MORGAN 44,500
Like new/ready for Mexico



37' PASSPORT 129,000
Pullman berth/loaded w/electronics

BOAT OF THE MONTH

45' Columbia 1973.

Fleet Captain has orders from Admiral, "Sell the Navy". This is the flagship and is in great condition. New dodger, lots of toys and perfect for coastal and extended cruising. Call for an appointment to view. At our docks and asking a reasonable \$79,500.

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I WISH TO RESERVE TIME IN THE MONTH
OF _____ AT YOUR 10% DISCOUNT OFFER.
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| <input type="checkbox"/> Rigging | <input type="checkbox"/> Hardware | <input type="checkbox"/> Engine | <input type="checkbox"/> Electrical |
| <input type="checkbox"/> Fuel System | | <input type="checkbox"/> Custom Pointing | |
| <input type="checkbox"/> Reefing/Self-Furling | | | |
| <input type="checkbox"/> Other _____ | | | |

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TYPE _____ LENGTH _____

NAME _____

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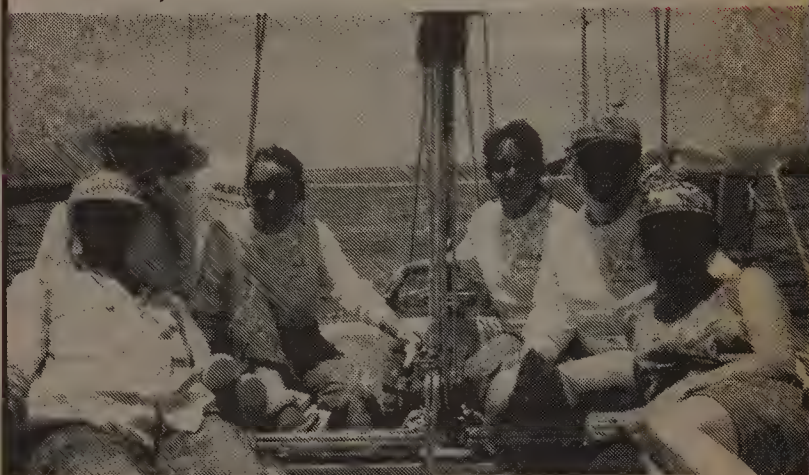
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or call Mike at

(510) 232-5800

Fax (510) 232-5914

THE SAILING CONNECTION

The Bay Area's most Progressive
School, Charter Co. & Club



Year in Review

- Sailing Connection created by Passage Yacht and Swift Sailing.
- 50 members in 9 months, even with time out for the Pacific Cup.
- Started a sailors' gear shop with foulies, nav toys, books +++.
- Sailing to Angel Island on Dec.'s monthly 2nd Wed. dinner sail we saw a moon rainbow – it was a magical & great sailing year.

Make Sailing a New Year's Resolution

- Spinnaker Classes Jan. 3 & 10; we are preparing for Corinthian.
- Coastal Navigation course in February.
- Celestial Navigation course in March.
- We've added a Santa Cruz 50 available for Skippered Charters and Coastal Outings and a Santana 35 for Performance Training.
- In addition to our regular programs, women's courses will continue to be offered every other month, starting in January in 6-day formats – make learning a vacation.

Club Happenings Where All Are Welcome

- Jan. 20 – SAIL FIJI will show slides of Fiji. (We reserved boats for Adv. Coastal and Blue Water course in Fiji, July 15-28.
- Feb. 17 – Bill Martinelli will share a video of racing to Hawaii on Spike Africa and tell of his project, a 50' Scow Schooner.

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20% OFF ON ALL
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THE SAILING CONNECTION

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in the Passage Offices

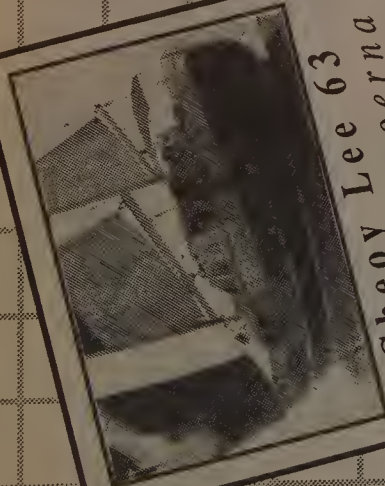
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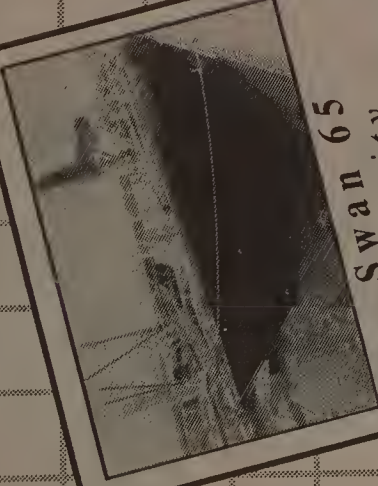
City Yachts

10 Marina Blvd., San Francisco

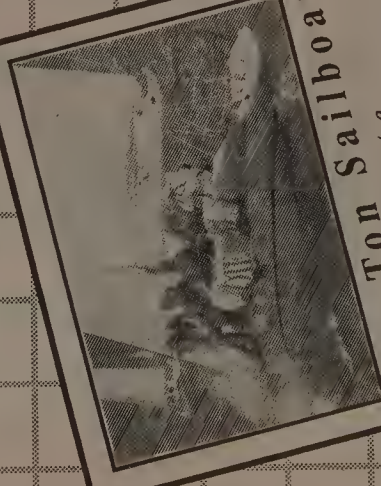
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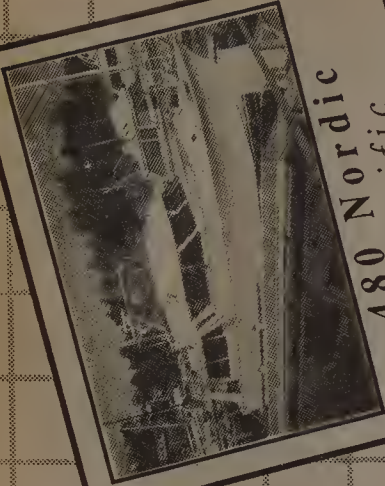
Cheoy Lee 63
Lady Sampierna



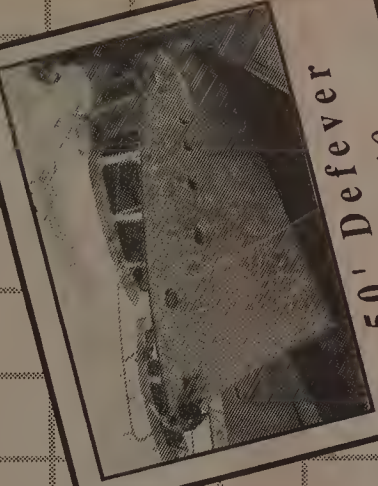
Swan 65
Trinity



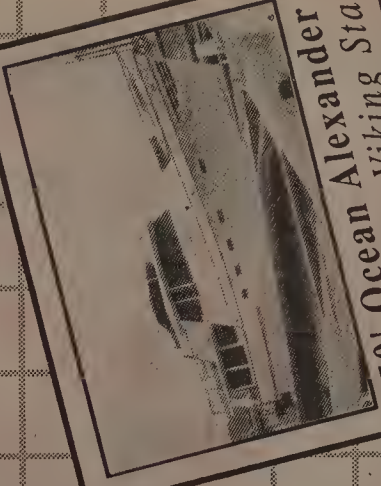
One-Ton Sailboat
Coyote



480 Nordic
Terrific



50' Defever
Esaro



50' Ocean Alexander
Viking Star
pilothouse

S A I L • S A I L

26' PEARSON	4,900	40' BENEATU, 1-ton	60,000
29' CAL	23,000	42' WAUQUIEZ	165,000
30' CATALINA	23,500	44' LANCER	79,000
32' WESTSAIL	52,500	44' NORDIC	129,000
34' C&C	49,000	46' CAL 2-46	125,000
35' SANTANA	55,000	46' ISLAND TRADER	120,000
36' ISLANDER FREEPORT	70,000	46' FRERS	60,000
37' EXPRESS	98,000	51' BALTIC	275,000
38' HANS CHRISTIAN	89,500	59' HICKLEY SOUTHWESTER	595,000
38' BALTIC	119,500	61' C&C	Offers
39' C & C	87,500	63' CHEOY LEE	460,000
40' FRERS "IMS"	Offers	65' SWAN 651	1,250,000
40' CHEOY LEE	58,000	2 12 METERS	Offers
40' SEA WOLF	69,000	70' SANTA CRUZ	439,000
40' CHALLENGER	84,500	84' PREISS CUSTOM	295,000

P O W E R • P O W E R

25' SKIPJACK	28,500	45' CHRIS CRAFT	89,900
32' GRAND BANKS	95,000	46' CHRIS CRAFT Constellation	99,000
35' BERTRAM	98,500	47' PONDEROSA	205,000
37' HATTERAS	143,000	48' NORDIC 480 Custom	335,000
38' HUNTER	29,900	49' ALBIN Trawler	145,000
38' MATHEWS	39,500	50' DEFEVER	130,000
39' OCEAN ALEXANDER	225,000	50' VIC FRANCH	289,000
41' SPOILER	137,500	50' STEPHENS	140,000
42' GRAND BANKS EUROPA	174,500	50' OCEAN	320,000
42' GRAND BANKS CLASSIC	289,000	53' HATTERAS	350,000
42' PONDEROSA	189,000	57' BURGER	250,000
43' ALBIN Trawler	115,000	70' DITMAR & DONALDSON	465,000
43' PRESIDENT	150,000	78' MONK	1,495,000
43' GRAND BANKS	174,500		

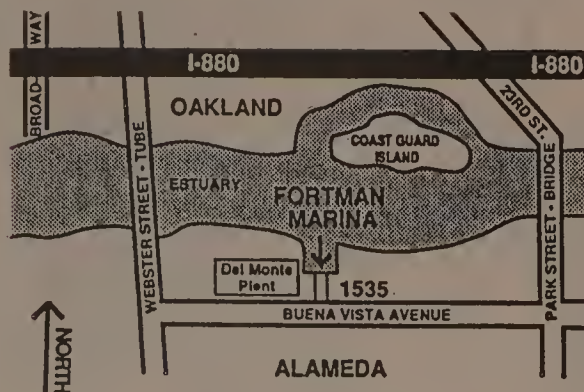
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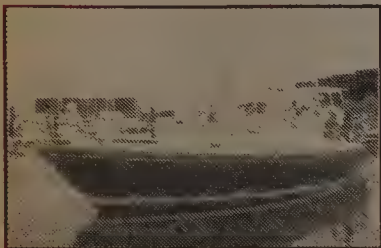
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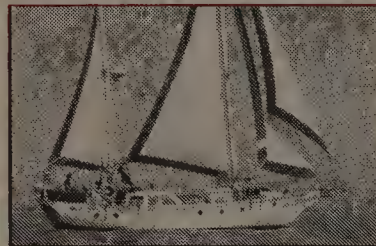
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26' ERICSON, '88 dsl	27,900	37' TAYANA CUTTER, '78	73,000	40' MASON GAFF KETCH, '68	45,000
32' BENETEAU, '81	39,500	36' CHEOY LEE, '85	74,900	40' PEARSON (C-Board), '79	74,900
32' PEARSON 323, '78	36,000	37' STEEL SWEDISH KETCH, '68	55,000	41' FORMOSA KETCH, '74	54,000
33' (LOD) MASON Gaff Cutter, '68	45,000	37' RASMUSSEN (diesel) '29	49,000	45' LAPWORTH SLOOP, '56	39,000
35' BRISTOL 35.5, '78	50,000	38' VAGABOND, '87 (Oxnard)	95,000	50' GULFSTAR (Marina del Rey)	125,000
		38' HINCKLEY, '70	110,000		



36' JEANNEAU, 1983. Castro design
(means quality, performance & style).
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45' LANCER MOTORSAILER, 1981
Furling main & jib, loaded.
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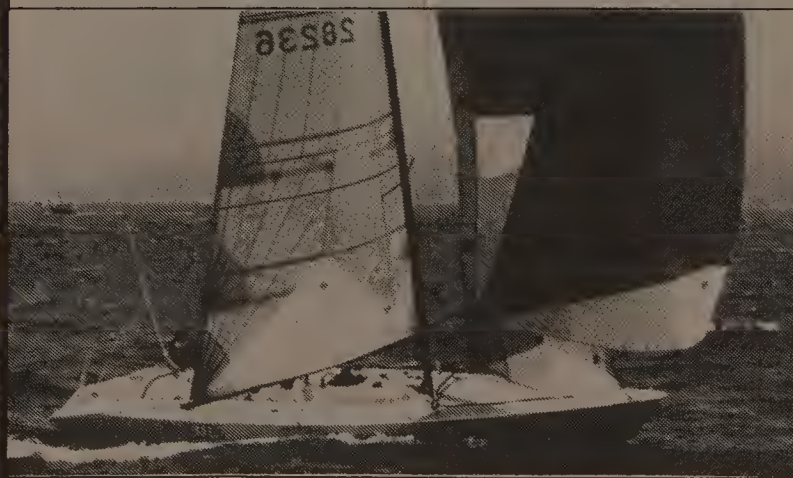
39' C&C CUTTER, 1973
Upgraded & loaded for long distance
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36' C&C SLOOP, 1980.
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What a Pain

Were you one of a number of people who picked up a small headache after one of the new 11:METREs flew past you this summer? Well, grab that aspirin bottle because the pain is not going to go away. We at City Yachts would like to welcome two new 11:METREs onto San Francisco Bay and thank John Tuma and John Byrne for helping build the fastest (as in boat speed) One Design Class on the Bay. In a little more than a year there have been more than 100 11:METREs sold. But, the 11:METRE is much more than just fast, it is also very easy to sail and a terrific boat for the rough conditions on San Francisco Bay. That's why Olympic Circle Sailing Club has just placed two boats in their fleet. So if you want to go racing or fast 'n fun daysailing for well under 50 grand and don't want to feed 10 crew members, or you simply think you deserve more than just the 10th letter in the alphabet, stop by City Yachts and we'll show you the remedy for your pain. Or, come by and see the newest 11:METRE at the Cow Palace Boat Show. It's your choice — own an 11:METRE or buy a bunch of aspirin!



Cityyachts

10 Marina Blvd., San Francisco

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CALENDAR

Nonrace

Jan. 1 — New Year's Day. Resolve to believe every word you read in *Latitude 38*.

Jan. 5 — "Coastal Piloting and Navigation", an 11-week class offered by the College of Alameda. Designed to prepare skippers for the USCG's Operators License ('six-pac'); also a recommended prerequisite for any celestial navigation course. Sam Crabtree, (510) 372-0144.

Jan. 9 — Catalina 27 Annual Meeting and Awards Bash at Spenger's Fish Grotto in Berkeley. For more info and reservations, call Jay Capachi, (510) 525-4547.

Jan. 9 — Hans Christian Owners Association general meeting at Grand Marina (Alameda); 10:30 a.m.; Sandy Tynik, 591-3430.

Jan. 9-10 — Open Boat Weekend at Mariner Square and Marina Village (both in Alameda). Oodles of used and new boats await your inspection. Call any broker at either location for details.

Jan. 9-17 — Portland Boat Show, if you happen to be passing through Oregon. Info, (503) 246-8291.

Jan. 11 — *Northern Light* Challenge, The Sequel: Boston adventurer Rich Wilson will take another stab at the San Francisco to Boston sailing record of 76 days, 8 hours. His crew on the latest *Great American* is Bill Biewenga. See *Sightings*.

Jan. 14 — Ham Radio License — don't leave home without it. Learn how to get your FCC amateur radio license! Attend free classes beginning on this night at 7 p.m. at Oakland YC (Alameda). Call (510) 522-6868 for details.

Jan. 15 — Dodge Morgan, noted singlehanded circumnavigator, will lecture at Fort Mason Conference Center at 7:30 p.m. Tickets are \$10, available by calling 1-800-937-BOAT.

Jan. 15 — Winter Boats Afloat Show, a "perfect complement to the Seattle International Boat Show". New and used boats on display at Chandler's Cove on Seattle's Lake Union; free; for info, call Northwest Yacht Brokers Association, (206) 323-2405.

Jan. 15-24 — 51st Annual San Francisco Sports and Boat Show, at the Cow Palace. Info, 931-2500. See *Sightings*.

Jan. 20 — Women on Water Meeting, 7 p.m. at Metropolitan YC (Oakland). Sails to be scheduled. Details, (510) 536-7450 or (510) 671-9726.

Jan. 23 — "Realistic Cruising Seminar" with Jim and Diana Jessie. An all-day (8:30 a.m. to 5:00 p.m.) session at Oakland YC on the nitty-gritty, nuts and bolts aspects of cruising. Call (510) 763-1960 for information/registration. Program will be repeated at Santa Monica YC (Marina del Rey) on February 20.

Jan. 24 — Bear Boat Class Daysail, Raft-Up and Potluck. If you miss the sailing part, come to the potluck at Bay View Boat Club. All Bear-boaters welcome! Robert Briscoe, 384-3164.

Jan. 24 — ESPN coverage of the U.S. Formula One Yachting Grand Prix in San Diego. The show airs at 9:30 a.m. on Superbowl Sunday. Go 'Niners!

Jan. 24, 1848 — Speaking of 49'ers... The population of San Francisco was less than 1,000 when gold was discovered at Sutter's Mill on this day, setting off the biggest migration the world had seen to date. The sea route around Cape Horn was safer — though not necessarily faster — than the other two choices, overland by wagon train or a two-boat ride interrupted by a journey across the fever-afflicted Panama Isthmus. Accordingly, the Forty-Niners stampeded to the Bay Area in anything that could float, swelling the population of the Golden State from 15,000 to 412,942 in just three years. Many of these vessels were abandoned as officers, crew and passengers alike bolted for the gold fields, sometimes even before the sails were furled. Hundreds of deserted boats rotted and sank in San Francisco Bay, while others were converted into buildings of sorts after being beached and roofed. Those that were able to leave did so with skeleton crews that were paid exorbitant wages.

The demand for fast passages to the West Coast revolutionized yacht design, giving birth to the so-called 'California Clippers' and

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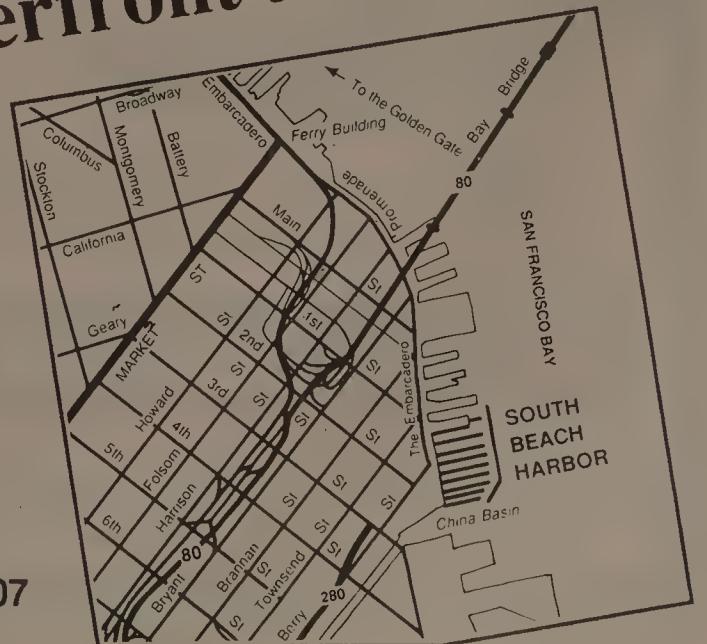
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CALENDAR

fueling the career of legendary shipbuilder and designer Donald McKay, among others. These 'greyhounds of the sea' — boats like *Staghound*, *Flying Cloud*, *Sovereign of the Seas* and *Great Republic* — still stir the imagination.

Jan. 30 — Santana 35 Fleet Party and Trophy Dinner. Will they dare to serve tuna? 6:30 p.m. at StFYC; call (510) 601-0980 for details.

Feb. 3 — "Introduction to Celestial Navigation," presented by Gale Stockdale at the Stockdale Marine Theater in Sacramento at 7 p.m.; Ryan, (916) 332-0775.

Feb. 4 — "Introduction to Coastal Navigation," presented by Dick Winter. Ditto above.

Feb. 5 — "Cruising the West Coast of Mexico and the Sea of Cortez," a slide-illustrated narration by Bob and Carol Mehaffy about their seven-month cruise. Stockdale Marine Theater; 7:30 p.m.; Ryan, (916) 332-0775.

Feb. 6 — Sail a Small Boat Day, Part II. Held at Richmond YC and hosted by the Small Boat Racing Association (SBRA), this is "dinghy heaven", a not-to-be-missed opportunity to test sail a dozen different toys and chat with representatives of all the SBRA classes. 11 a.m. to 4 p.m.; bring foulies, lifejacket and a change of clothes; Richmond YC, (510) 237-2821.

Feb. 7 — Hans Christian Owners Association raft-up and potluck at Treasure Island, starting at 3 p.m. Linda Hill, (510) 521-9587.

Feb. 27 — Olson 25 Class Meeting and Awards Banquet, in conjunction with the Big Daddy event. Richmond YC; 6:30 p.m. or thereabouts; RSVP to Bill Riess, (510) 653-9531.

Feb. 27-28 — Protest Management Seminar, presented by race committee gurus Bob Thalman and Roger Eldridge. Sharpen your skills at this two day session, held at Encinal YC. Saturday, 9 a.m. to 4 p.m.; Sunday, 9:30 a.m. 'til noon; nominal fee; YRA, 771-9500.

Mar. 6 — Sail a Small Boat Day, Part III. See February 6 listing.

Racing

Jan. 1 — Master Mariners Kick-Off Regatta and Chili Feed, a race/cruise to Sausalito YC to celebrate the New Year! Dan Drath, 851-7601.

Jan. 9 — Rothmans Capetown-Rio de Janeiro Race, revival of a classic. Who says ocean racing is dying? What recession?

Jan. 14 — 18th Annual Ft. Lauderdale-Key West Race, the feeder race to Key West Race Week. Cathy Devitt, (305) 524-5500.

Jan. 17-22 — Yachting Key West Race Week for IMS and PHRF boats 24-70 feet. The crown jewel of the six events sponsored annually by *Yachting* magazine. (203) 661-6945.

Jan. 23 — SSS Three Bridge Fiasco: singlehanded or doublehanded racing. The name says it all. Pat Zajac, (510) 232-9965.

Feb. 4-5 — Puerto Vallarta Race, sponsored by Del Rey YC. Will the 'blue boats are faster' theory hold up? Peggy Redler, (310) 454-4455.

Feb. 6 — Perry Cup Series for Mercurys, races 7 and 8. Monterey Peninsula YC; Jack McAleer, (408) 624-2481.

Feb. 27-28 — Big Daddy Regatta. Call Richmond YC at (510) 237-2821 if you're in'Klein'ed to enter.

Mar. 20 — Rites of Spring Race, a doublehanded/singlehanded tune-up for the SSS Singlehanded Farallones. Oakland YC, (510) 522-6868.

Mar. 20-21 — Newport-Cabo Race. Traditionally the TransPac tune-up race, and almost always the windiest of the three Cabo runs (not to mention the worst delivery home). The ULDB 70s have opted for the PV race over this one; it'll be interesting to see what boats show up here. Newport Harbor YC, (714) 673-7730.

Apr. 2-4 — BVI Spring Regatta out of Tortola YC. In a perfect world, we'd fly to the Virgins, charter a good boat and clobber the competition in this regatta. Then, we'd party for five days before entering the Rolex Regatta at St. Thomas (April 9-11), which we'd win as well. By then, we'd be the toast of the Caribbean racing circuit,



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IN THE NEXT ISSUE**

CALENDAR

and people like Jimmy Buffet and Cindy Crawford would want to help us kill the next two weeks cruising around as we wait for Antigua Race Week to begin (April 25-May 1). After we win that one, we'd enter the nearest lottery and — ooops, sorry, back to reality.

Apr. 17 — Lightship Race. YRA, 771-9500.

May 1-2 — Vallejo Race. YRA, 771-9500.

July 1-4 — 37th Biennial TransPac. Classes for IOR, IMS and, for the first time, PHRF. Leon Cooper, (310) 551-2377.

Midwinter Series

BERKELEY YC — Chowder Races (1/30, 2/27, 3/27). Paul Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Berkeley Circle (1/9-10, 2/13-14). Bobbi Tosse, (510) 939-9885, or John Moreau, (510) 486-5523.

CORINTHIAN YC — Midwinters (1/16-17, 2/20-21). Jim Snow, 454-7672.

ENCINAL YC — Jack Frost Series (1/16, 2/20, 3/20). Larry Duke, (510) 531-1860 (evenings).

GOLDEN GATE YC — Manny Fagundes Seaweed Soup Perpetual Trophy (1/2, 2/6 and a make-up race, if necessary, on 3/6). GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — Dinghy Midwinters (1/10, 2/13, 3/14). John Hege, (510) 832-4261.

RICHMOND YC — Small Boat Midwinters (1/3, 2/7, 3/7). RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters (1/16, 2/20, 3/20, 3/27 make-up if necessary). John Siegel, (415) 329-7892.

SAUSALITO CRUISING CLUB — Midwinters (1/30, 2/27, 3/27). SCC, 332-9349.

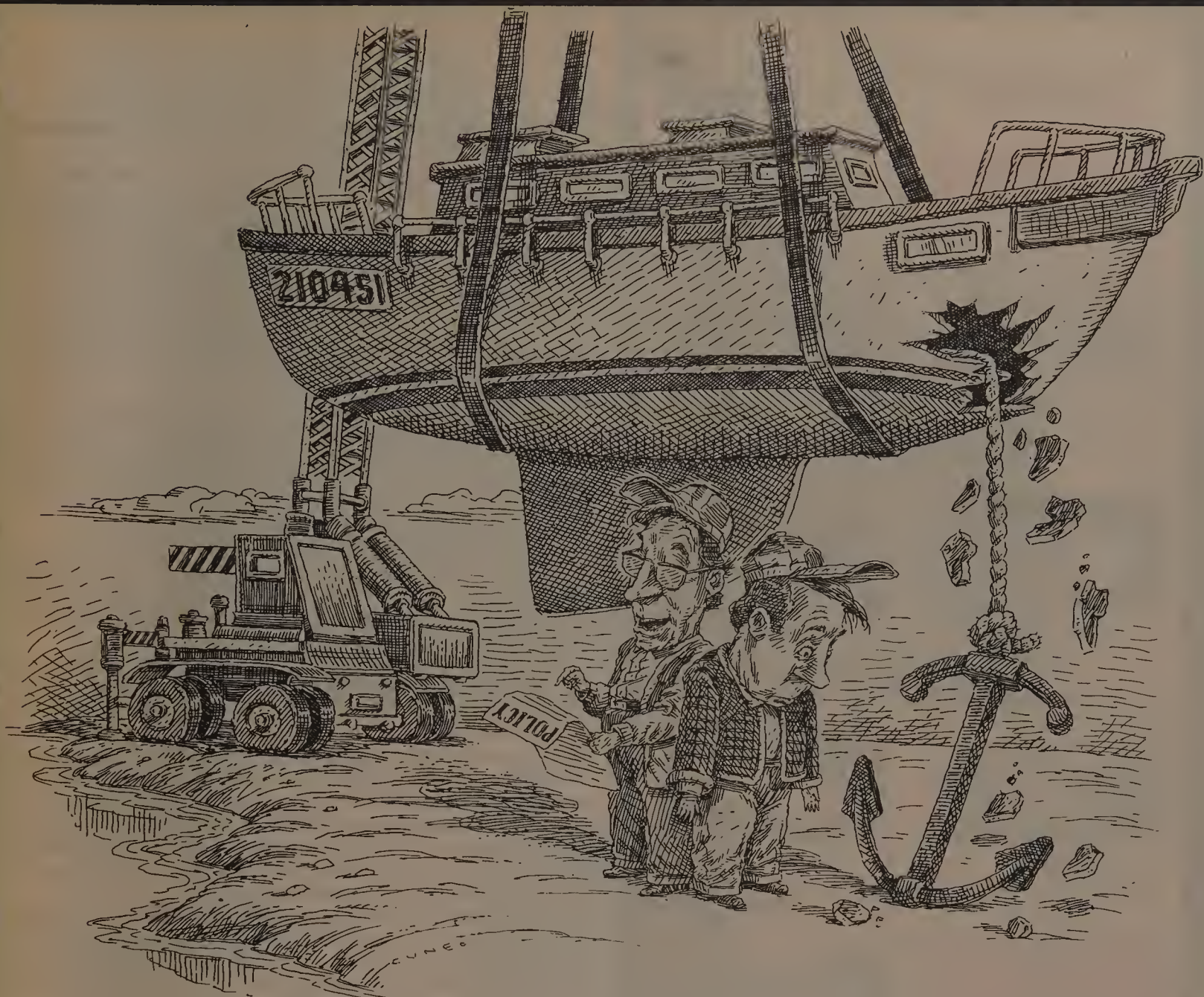
SAUSALITO YC — New Improved Midwinters (1/3, 2/7, 3/7). Rob Moore, 331-3134 (evenings) or Bill Riley, 388-2446 (days).

SOUTH BAY YRA — Midwinters (1/16, 2/20, 3/20). SBYRA, (510) 635-5878.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

January Weekend Currents

date/day	slack	max	slack	max
1/01Fri	0053	0401/2.3F	0711	1004/3.1E
	1423	1703/1.9F	2005	2221/1.9E
1/02Sat	0143	0450/2.2F	0754	1059/3.4E
	1517	1805/2.2F	2113	2319/1.7E
1/03Sun	0236	0537/2.2F	0839	1150/3.8E
	1607	1903/2.6F	2215	
1/09Sat	0212	0428/2.8E	0733	1027/3.2F
	1318	1637/5.6E	2029	2328/4.3F
1/10Sun	0254	0515/3.1E	0827	1120/3.2F
	1411	1726/5.3E	2112	
1/16Sat	0135	0435/2.7F	0736	1049/4.2E
	1501	1805/3.0F	2109	2321/1.8E
1/17Sun	0239	0537/2.6F	0831	1153/4.3E
	1601	1912/3.3F	2215	
1/23Sat	0158	0417/2.4E	0737	1025/2.7F
	1315	1623/4.5E	2020	2319/3.5F
1/24Sun	0233	0452/2.6E	0818	1103/2.6F
	1356	1659/4.2E	2054	2349/3.3F
1/30Sat		0308/2.0F	0611	0921/3.2E
	1337	1617/1.9F	1934	2145/1.6E
1/31Sun	0047	0403/1.9F	0702	1018/3.4E
	1438	1727/2.1F	2046	2246/1.5E



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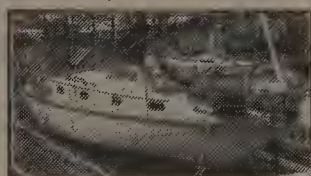
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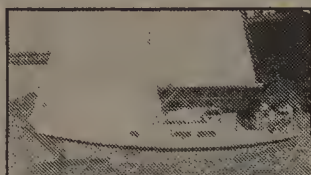
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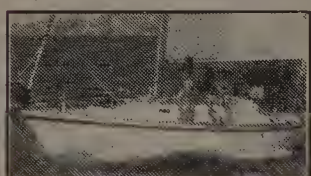
25' CAL 2-25, 1980	13,875
26' BALBOA, 1974	7,495
27' NEWPORT, 1977	9,999
27' CATALINA, 1987	23,999
27' ERICSON, 1976	12,850
28' NEWPORT, 1984	21,995
28' ALBIN CUMULUS, 1981	18,500
28' ERICSON, 1981	19,995
28' PEARSON, 1986	36,000
30' BAHAMA 30, 1979	21,995
30' PEARSON 303, 1985	44,000
30' HUNTER, w/slip, 1978	19,995
30' HUNTER, 1988	Reduced 39,995
30' CAPE DORY, 1983	39,995
31' CREALOCK, 1988	SOLD
32' ERICSON, 1978	24,900
32' VALIANT, 1977	45,000
33' MORGAN O/I, 1973	29,900



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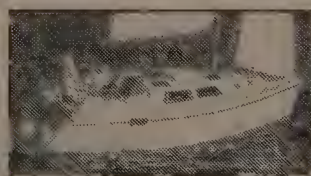
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30' HUNTER, 1988
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34' OLSON, 1988	58,999
34' JEANNEAU, 1985	SOLD
35' ERICSON, w/SF slip, 1984	64,995
36' CS, 1984	67,800
37' C & C, 1985	89,500
37' CREALOCK, 1980	109,950
41' JEANNEAU, 1986	109,995
41' MORGAN O/I, 1979	69,950
41' CHOATE, 1978	69,995
42' PASSPORT, 1987	190,000
42' HUNTER PASSAGE, 1990	178,000
45' JEANNEAU, 1985	175,000



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LETTERS

↓↑FREE RENT. FREE BOAT. ALL I WANT IS A PHOTO OF HER FROM TIME TO TIME

I've been reading your magazine for the last year and, as a former marina owner and sailmaker, I must say that it's one of the best magazines I've seen that covers all phases of sailing. I myself had a magazine for Great Lakes sailors that I considered first drawer; but that was before my ego was humbled by your endeavor.

Listen, I need a favor that I'm certain you can help me with. I need a boat-sitter. My Swan 46 will be in the Bay Area this March and I would like someone to boat-sit her. I also have a 63-foot Cheoy Lee that will be in the Oakland area this January. She'll need a boat-sitter also.

Why do I need boat-sitters? I am in prison until July of this year. You see, I'm a disbarred solicitor who is down on his luck. I got involved in the S&L scandal with alleged money laundering — and the result is obvious. I admit my guilt. While I did make a mistake, I did not hurt a fly or a living soul. I simply had a mid-life crisis. In my Force 10 winds of life, I could not find shelter.

I have burned most of my bridges behind me, so all I have left are my cars, boats and homes in Malibu and Stinson. I have chaplains and rabbis who are watching my homes and clothes, but they are not boaters. Thus my need for a boat-sitter. I would even volunteer the Swan for a group that might wish to race her.

As I've been locked up for two years, you might understand that my friends and business associates have left me as though I had the plague. Not only that, when my wife died we lost our nursing home.

I'm afraid that you'll think I'm just some kookie inmate, when in truth I'm a sailor who got caught up with the bottle and life's despairs. I haven't had much luck with friends helping me. The people who rented my home in Malibu, for example, got divorced and didn't pay the rent. My cars were being used by the storage company. I finally had to place one with the chaplain and one with a rabbi. My boats are going to be in the same area and I want someone on them so the natives will know that they are being watched.

Can you help? I realize you might feel that inmates are unworthy of some compassion. And it is true that I was an arrogant S.O.B. and full of myself. But I need your help. The Swan is a beauty and the Cheoy Lee is bristol. It's a pity that the Swan isn't being used and the 63-foot motorsailer has to have someone look after her.

I am at my wit's end. Please help me on this. What goes around comes around. I need a life-saver for a friend. Free rent. Free use of a boat. All I want for rent is a picture of her from time to time.

Joseph Conrad H29183
Box 705, RA 306
Soledad 93960-0705

Joseph — We'd like to help, but are overcommitted at the moment. We've included your address, however, as some of our more compassionate readers might be able to assist you.

↓↑A VICTIM OF SEDUCTIVE TALES

Yeah, mortgaged the house, sold the cars . . . the usual story. Another victim of *Latitude's* seductive tales, misleading advertising, and far too many readings of Slocum, Moitessier and all the rest. You're all to blame, according to my wife. But I thank you all for your efforts.

By the time this reaches the editor's trash bin, I expect to be writing a very large check for a Crealock 31, hull #65, as yet unnamed by me.

Tim & Ann Smith
Taos, New Mexico

Tim — When in doubt, always name the boat after your wife.

↓↑WE GIBED. WE TRIMMED. WE SURGED.

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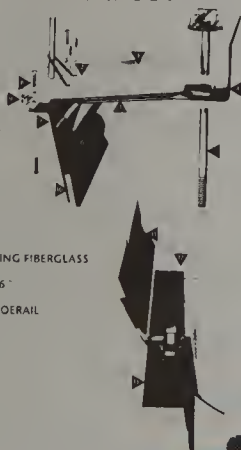
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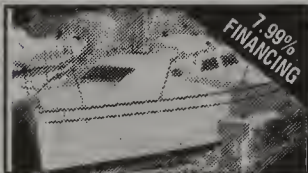
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LETTERS

It was a warm, clear day and the Big Boat Series was underway. Four of us cruisers had set out to learn how to fly a spinnaker. Only one of us, an enthusiastic and optimistic young man, had experience flying a spinnaker. We'd checked out our equipment at the dock and found it to be in great condition. The previous owner had carefully prepared the boat for spinnaker sailing.

While at the dock, we rigged the sheet, the foreguy, the afterguy and the pole. We ran the spinnaker through the gun and banded it. Then in the gentle air at the dock, we hoisted the spinnaker and it bellowed open. It was a proud looking sail: pristine white with warm bands of orange and red — like a tequila sunrise. Full of anticipation, we headed out to the Bay.

As we approached Alcatraz, we watched the Big Boats sailing by with their spinnakers and impressive crews. The wind was blowing hard as we headed for the lee of Alcatraz to set our chute. Everyone had been drilled on their roles, the equipment was ready, the order was given, and the sail went up. There it was: huge, powerful — and unwieldy.

Just how unwieldy we discovered when we emerged from the shadow of Alcatraz and were hit by strong winds. Time stood still — and so did the spinnaker sheet as the bow was pulled into the wind. No longer making headway, the full force of the wind hit the spinnaker sideways and the big sloop broached. She went so far over that the cockpit filled with water. Somehow, the control lines went whizzing through the blocks, the boat righted herself, and the cockpit drained.

I looked up to see the spinnaker flying like a pennant from the top of the mast. The initial sense of relief was followed by the awkwardness of the situation; had anybody been watching us? A couple hundred yards away the Big Boats sailed serenely by, their spinnakers full. Did they notice what was flying from our masthead?

We carefully gathered in the spinnaker and then quietly discussed our experience. Although a little awed by it, we remained undaunted enough to head south of the Bay Bridge, where it was only blowing 10 knots, to try again. We carefully organized for the second attempt. With everything in its place and our coach having reviewed all our responsibilities, we hoisted the chute a second time.

What happened next is something I never imagined could happen to me: the spinnaker came out of the turtle sideways! Somehow, the halyard had been attached to the clew. Our coach just hung his head, but there was laughter all around — even from the skipper. It was just too comical a sight.

So we tried a third time. Up went the sail and pop went the bands. The spinnaker filled and we accelerated down the Bay. We jibed. We trimmed. We surged. This was our reward.

Back at the dock, tired by just three hours of such intense sailing, we sat back exhausted. Spinnaker sailing may become easier with experience, but it will never be like the first time.

Tom Craveiro
Pintall
Sausalito

Tom — Hoisting the chute sideways puts you in good company. We remember watching a video of Dave Allen's Imp kicking butt against the creme de la creme at the Admiral's Cup in the late '70s. With all eyes on the innovative and wildly successful green Holland machine, the crew hoisted the chute — you guessed it — sideways. Several of them probably felt like crawling into the nearest spinnaker turtle.

Getting a group together to learn to fly the chute is a great idea, but pick your location. Off Pt. Blunt in 25 knots of wind is no more a place to initiate virgins into the bliss of spinnaker flying than is the Golden Gate Bridge at rush hour an appropriate place to teach a kid

The horizon beckons

Why world record holder Sue Wilson has chosen the Pacific Seacraft Crealock 34

Sue Wilson is a remarkable sailor. Forty-five years ago she took the helm of her first boat and began a relationship with the sea that has flourished over countless thousands of miles. Reflecting on her sailing background Sue admits to a lifelong obsession. "I've been obsessed with boats as long as I can remember," she says, "and I recall spending hours on the far side of Catalina Island gazing seaward. I always wondered what was out farther than I could see."

In 1974 she and a fellow professor sailed their 30-foot sloop from California to New Zealand via Mexico, the Galapagos and Tahiti, later discovering they'd set a new world's record: the first crossing of the Pacific Ocean by an all-woman crew. And in the intervening years Sue has sailed throughout the western Pacific and single-handed to Baja and mainland Mexico.



Sue Wilson's 1974 Pacific cruise set a new world's record.

Now she looks to the horizon and brims with excitement for further adventures. And she's chosen the Pacific Seacraft Crealock 34 to fulfill her dreams.

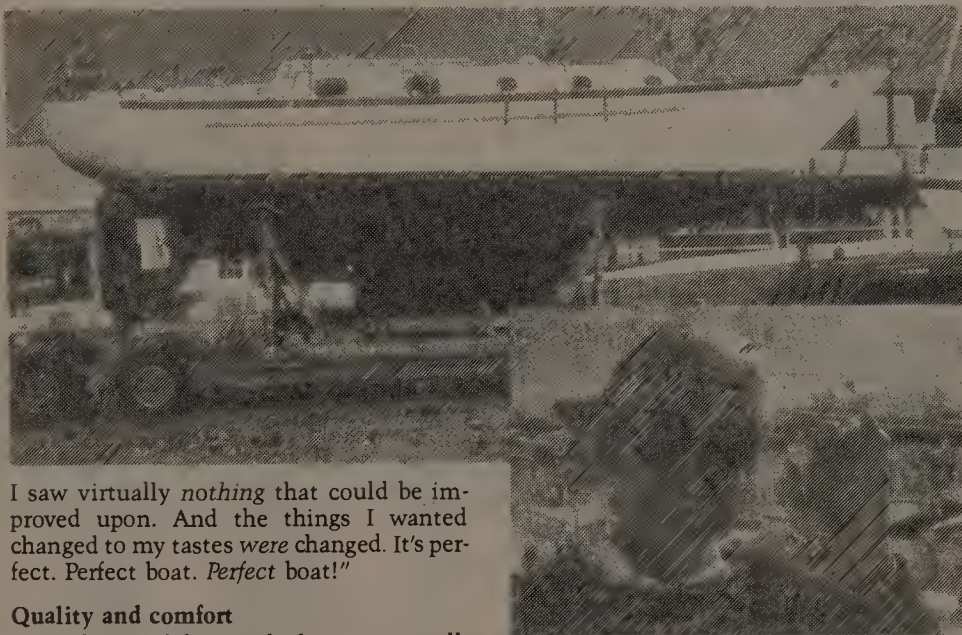
"I wanted to see if it was real"

Sue's introduction to the Crealock 34 was one of love at first sight. "I was looking through some sailing magazines when I came across a picture of Volunteer (Crealock 34, #29), and I thought, 'Wow!' That is the most honest, straightforward-looking boat I have seen in years. It was beautiful. I wanted to see if it was real!"

"So I called a very old friend of mine, a French shipwright, who is extremely knowledgeable and exceedingly particular.

"I asked him if he'd visit the Pacific Seacraft factory with me, and he said, 'Yes.' We spent four hours crawling in and out of every boat they had under construction. And we looked at each other, and he said, 'I am very, very hard to impress — and I am impressed.'"

"Before I visited Pacific Seacraft, I'd gone over many, many other boats very carefully," says Sue. "But with the Crealock 34,



I saw virtually *nothing* that could be improved upon. And the things I wanted changed to my tastes *were* changed. It's perfect. Perfect boat. Perfect boat!"

Quality and comfort

Sue's choice of the Crealock 34 was a well-considered one. "I decided that if I am to go long distance sailing again, I must go now," she says. "And I want to *enjoy* it, so the choice of boat is critical. The Crealock 34 offers the amenities and the room that I need. Her construction is superb. And she sails beautifully, even in these light airs we have off Newport (CA). She's *responsive*, which of course is very important to me."

Sue Wilson is a sailor's sailor. "I like to do my own work, because that helps me to really *know* my boat. And the Crealock 34 is the perfect size for me. She's exceptionally spacious, she's maneuverable, well designed, and she'll still be able to tuck into all the places my 30-footer could go — without being at all confining."

An exuberant Sue Wilson at the commissioning of her new Pacific Seacraft Crealock 34. The silver coin for the mast step was given to her in Papua New Guinea after her world record setting voyage across the Pacific.

"Life's too short to sail an ugly boat"

"I certainly wouldn't buy a boat just for looks," smiles Sue. "But if a boat is designed properly it will inevitably be handsome, and the Crealock 34 is a beautiful boat. The design is *right*: the sheer is fair and good; the house is nice and straight and true; the proportions are pleasing, and the boat isn't straining for effect. Esthetics are very important to me and, as my varnisher says: 'Life's too short to sail an ugly boat!'"

To enjoy the world

"So this is the beginning of a whole new and exciting life for me," says Sue. "I'm not out to make any records. I just want to *enjoy*. The world is beautiful and I don't want to miss any of it. And I think anyone who wants to do this can — they simply need to make the effort, and to find the right boat."

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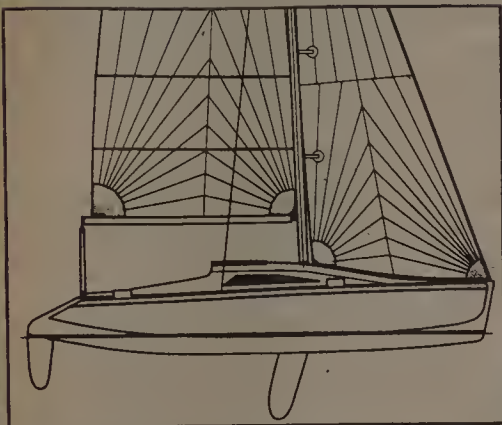
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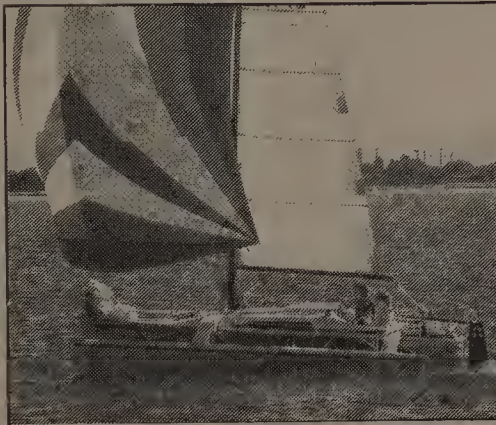


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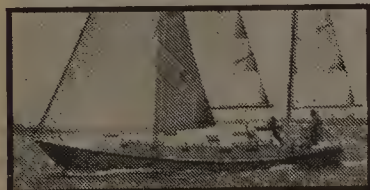
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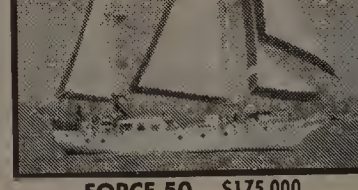
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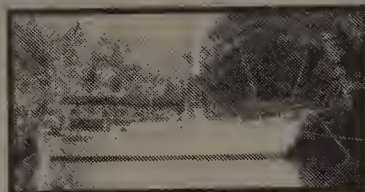
HC 38 \$130,000



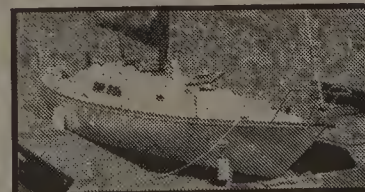
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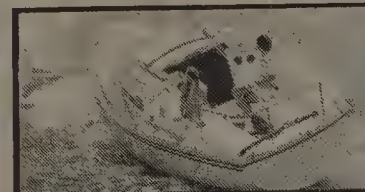
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LETTERS

to drive a car. The best place to learn to fly a chute is where the wind is blowing about 12 knots from a consistent direction and there aren't a lot of distractions from tide chop or seas. The Oakland Estuary, for example, appears to have been created by Providence with the sole purpose of giving mariners a safe and easy place to become acquainted with nylon sails.

If you learn the basic spinnaker skills, becoming competent with the chute is just a matter of practice. The first time we sailed non-stop from Long Beach to Cabo, for example, we didn't know diddly about flying the chute. But having carried a spinnaker all the way to the tight reach around Cabo Falso, we felt confident enough to drive in the middle of the night with a solid breeze, one hand on the wheel and the other wrapped around a cold beer.

↓↑THE ADVENTURE, ROMANCE, SUSPENSE...

In the continuing saga over who wrote the best seafaring story of all time, and while interest in *The Last of the Mohicans* is high, I would like to suggest a book by James Fenimore Cooper that is, in my opinion, equal to if not better than *The Wrecker*.

Two Admirals has all the adventure, romance, suspense, nautical history and action that one could hope for — and it is beautifully written. Cooper, like other excellent writers of life at sea, spent time working the decks as a young man. *Two Admirals* certainly reflects his extensive knowledge of and admiration for life at the water's edge. I recommend it highly.

After living in San Francisco for eight years, I'm now back in Texas. I rely more than ever on *Latitude 38* for great reading!

Jim Wills
Hollywood Park, Texas

Jim — If you're ever down San Antonio way, please give our best to Al and Moe.

↓↑THE FAMOUS OPENING IS INSTANTLY RECOGNIZED BY ANY LITERATE SAILOR

I was sorry to find that your closing quotation in the November *Changes* was printed without attribution. Arthur Ransome's *Racundra's First Cruise* (1923) is one of the minor classics of sailing literature. The famous opening is instantly recognized by any literate sailor, but it should have been identified.

More disturbing are the misquotations. Is there a word whose range of meaning has narrowed? Not to mention a missing "the", one whole sentence removed, and a missing 't' (thenceforward).

You should have at least noted that the version you were quoting was adapted. Shame.

Nemo
Northern California

Nemo — Without attribution? You've been in your sub too long. What do you think we were doing when we prefaced the quote with: "We leave you this month with the following inscription found on the bulkhead of Precious Mettle, an aluminum Brewer 45 that the Brinks family built over the last two years in La Conner, Washington."

True, it may not have been the correct attribution, but inasmuch as we're not — by your definition — "literate sailors", we did the best we could. Without the intent, your murder charge won't stick. The best you can hope for is manslaughter of English literature, but why bother, we'll be out of the slammer and behind the keyboard in less than a year.

As for the "misquotations", we're not sure whether it's we or the Brinks family who are inadequate at copying.

↓↑THEIR COMMENTS ON "MUSLIM COUNTRIES" DON'T ADD UP

I enjoyed reading the November interview with Jim and Diana Jessie and have ordered copies of their cruising workbooks. But I

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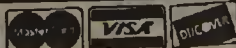


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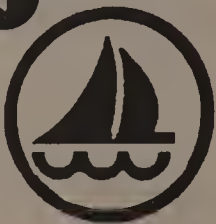
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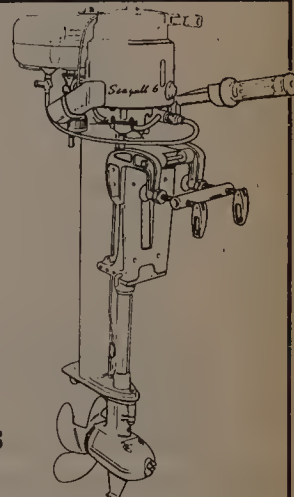
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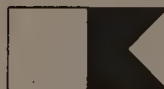
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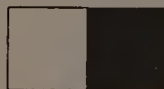
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JANUARY 9 & 10

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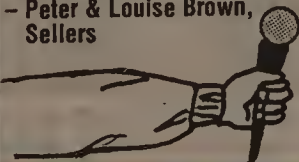
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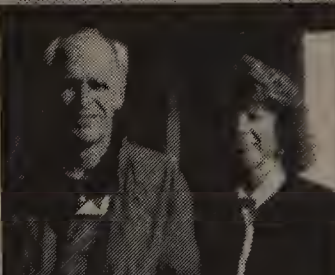
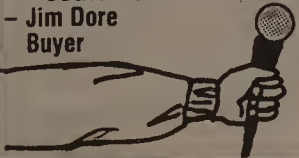
- Peter & Louise Brown,
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LETTERS

hope the information in the workbooks is more reliable than their assertions regarding "Muslim countries".

Their inclusion of Sri Lanka as a "Muslim country" is simply wrong: Sri Lanka is predominantly Buddhist (about 70%), with Muslims making up only 8% of the population.

Interestingly enough, Indonesia, where the Jessies said they wished they could spend more time, has the largest population of Muslims in the world.

So their comments on "Muslim countries" just don't add up — and, regrettably, reflect a certain amount of insensitivity for other cultures and religions. I find this surprising for cruisers who have visited 57 countries.

Jon Lindborg
USAID, American Embassy
Jakarta, Indonesia

↑↓THE BIG DECISION: PERFORMANCE VERSUS 'CRAB CRUSHING'

A wanna-be cruiser, I read the November issue interview with Jim and Diana Jessie with great interest. Much of what they said made sense, but the thought crossed my mind that it would be good to hear some rebuttals from the 'crab crushers'. I want to hear from both sides so I could make up my own opinion on a performance cruiser versus a traditional cruiser.

As such, I was glad to see December's 'crab crusher' response from Beau and Annie Hudson, who also did a long circumnavigation. While many issues were covered, two burning questions weren't addressed: beating off a lee shore when the motor won't start and tacking in big seas without the engine. I'd like someone to tell how they do it, what techniques they use or agree that it's a weak point with traditional cruisers.

I've been told that traditional cruisers provide a more comfortable ride, but if you have to have a working engine in adverse conditions, I'd like to know before I make the big decision between performance and 'crab crusher' cruisers.

P.S. Anyone know where the term 'crab crusher' came from?

David Colborn
Grass Valley

David — Your two "burning questions" are really one and the same. There is no question, a performance boat — featuring a fin keel and closer sheeting angles — will potentially be able to point much higher than more traditional boats — which have longer keels and wider sheeting angles.

But note we included the proviso "potentially". There are lots of other factors, including the size and condition of the sails, the condition of the bottom — and by far the most important, the skill of the person operating the boat.

If our ass were on the line in 35-knot winds and 15-foot seas, we'd rather be with a Skip Allan on a 'crab crusher' than Joe Mediocre on the Jessies' boat. Why? Skip would have the sails reefed and trimmed most effectively to make the tack, and pick the right spot between waves to put the helm over. Nothing was ever more true than the saying, "It's not the boats, but the men (or women) in them".

But frankly, we've always thought this 'lee shore' stuff has been blown far out of proportion. In the more than 15 years we've covered sailing, we can't offhand remember a single instance in which a boat was lost "because it couldn't get off a lee shore". On the other hand, we can recall numerous boats that have been lost as a result of the helmsman falling asleep and driving the boat up on the beach, because the fin keel dropped off a very high-performance boat, and most of all because of 'pilot error'.

Anyone who's considering buying a boat should first decide what it is they want. We've owned boats that pretty much cover the entire spectrum, from an ultralight Olson 30 to what some might consider a 'crab crusher' Freya 39. Despite their great differences, we loved them

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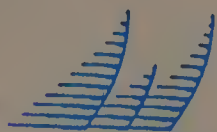
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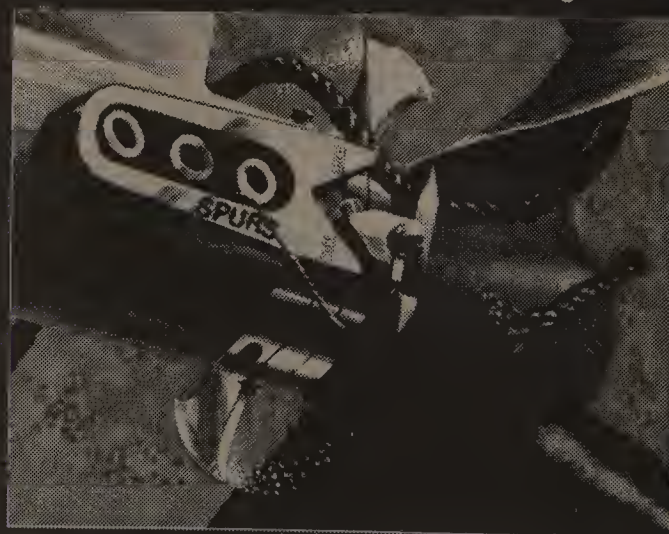
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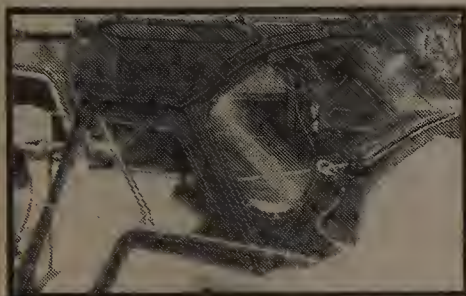


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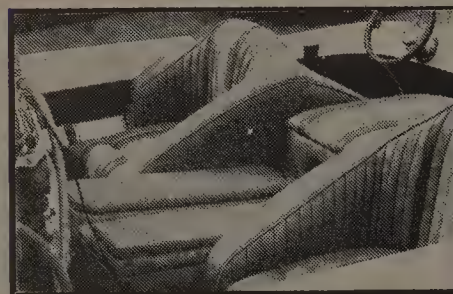
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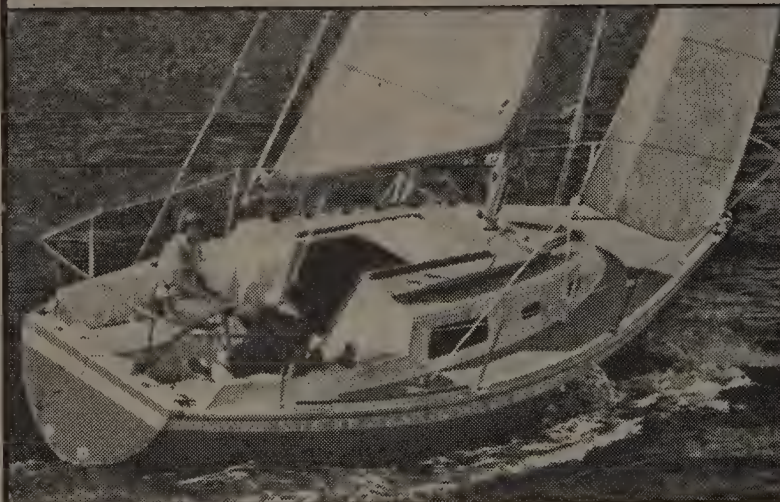
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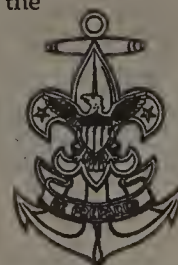


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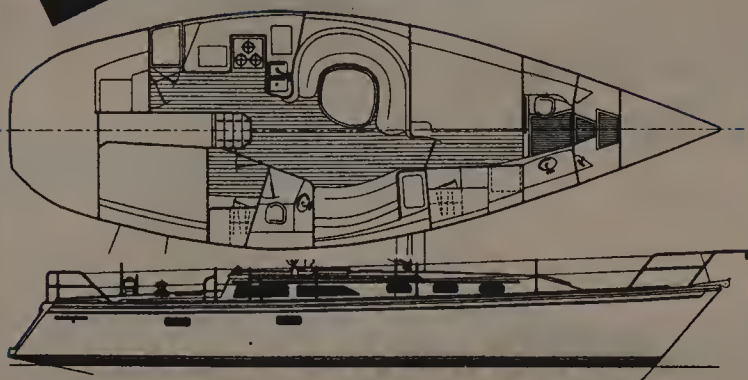
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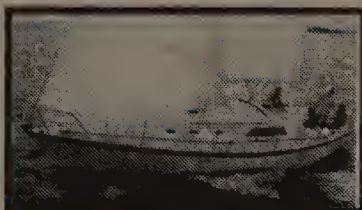
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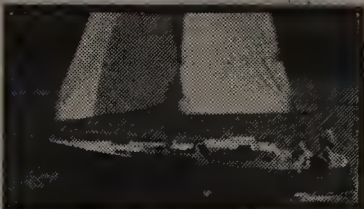
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LETTERS

both. If we could only have one, which would it be? You tell us the conditions, we'll pick the boat — that's why most boats are 'racer-cruisers', trying to be the best of both worlds.

'Crab crusher' was surely coined by a disgruntled salesman of performance boats who became frustrated watching buyers line up to purchase the cleverly marketed Westsails.

↓↑GET OFF YOUR HIGH HORSE, JIM

I'm writing in response to your October interview with Jim and Diana Jessie.

First, let me say that I'm a writer and hate to knock what other writers have to say. Second, I'm a cruiser. While I have never entertained the notion of cruising to some of the areas the Jessies have been, I have been fascinated by their adventures. Thirdly, I don't have and never will have Jim's yacht racing experience. A professional automobile racer for 14 years prior to taking up sailing, I raced heavily in my early sailing years, but have since decided I'd rather lay back and cruise.

Before I say what I want to say, I guess I should qualify my sailing experience. My first bluewater cruise — as opposed to sailing among the Hawaiian Islands — was to Hawaii, Tahiti, the Marquesas and back with my ex-wife in 1972 aboard our Cheoy Offshore 40 yawl. The following year I delivered a friend's Ericson 41 back to Oakland after the TransPac, despite losing the use of the rudder and emergency rudder in a gale some 700 miles out. Sometime in the 1980s I survived the dismasting of my yawl in the notoriously rough Molokai Channel.

My current wife and I have made two trips from Hawaii to Palmyra on the yawl, the first time taking my (then) 12-year-old daughter along and going via Fanning. In 1990 we purchased the 59-foot steel ketch *Seahorse II* and sailed her to Hawaii with a crew of five. The next summer my wife and I sailed her from Hawaii to Palmyra and back with a crew of four. In September of 1991, my wife and I doublehanded our ketch back to the Bay Area.

In short, I have cruised and sailed on racing boats and on what the Jessies call 'crab crushers'. I've sailed with windvanes and autopilots, and hand-steered racing yachts. I have had boats with single and double forestays as well as roller furling jibs. So, I feel that I am somewhat competent to counter the Jessies' opinions. And frankly, I think they came off as some of the most sanctimonious blowhards I have ever read about. I can't believe your editorial staff paid so much attention to them.

Some examples:

The reference to roller furling as "roller failing". Catch up with the times, Jim. Every big, around-the-world racing yacht for the past few years has been equipped with roller furling. Like many others, I was against roller furling for a long time. That all changed one very bad night in the Alenuihaha Channel when I had to crawl onto the foredeck in 18-foot seas. As soon as I got to shore, I had my dual forestays replaced with Harken roller furling. I've never regretted it. When I had my new ketch rigged, I replaced the Hood roller furling with a larger Harken system. One of the problems with roller furling occurs when owners try to save a few bucks by installing a unit that's too small to do the job. As far as it being hard or impossible to roll the sail up or get it in "in more than 20 knots of wind", that's nonsense. Hell, in Hawaii we rarely go sailing in anything less than 20 knots.

Jim doesn't like radar, which when properly used greatly enhances safety. It makes me wonder if he doesn't believe in safety harnesses either. Or maybe it's just modern stuff he objects to; perhaps he'd like to go back to the days of hemp rope and cotton sails.

Before I cruised to Hawaii in 1972, another cruiser recommended that I invest in an electric windlass with all-chain rode. It had been his experience that he missed too many gunkholes in the South Pacific because it took him too long to crank up a few hundred feet of chain with a manual windlass. After all, it's seldom that you anchor in depths of less than 10 fathoms in South Pacific lagoons, which means

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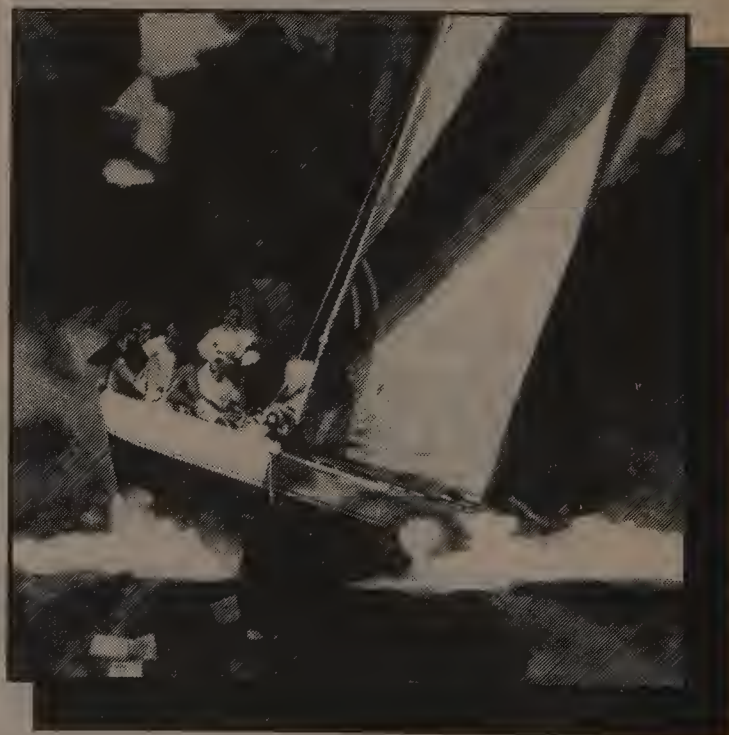
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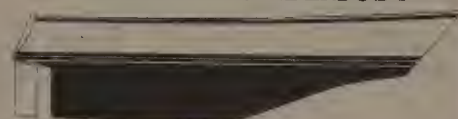
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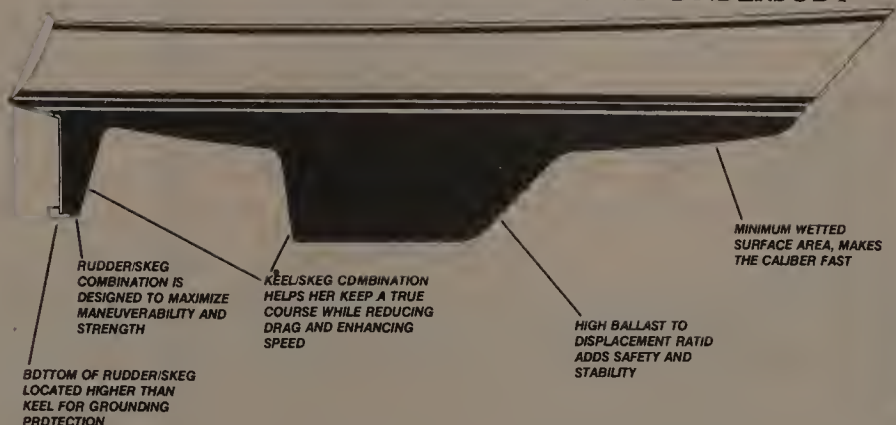


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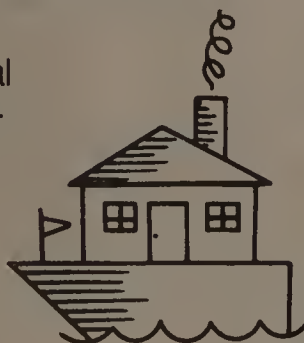
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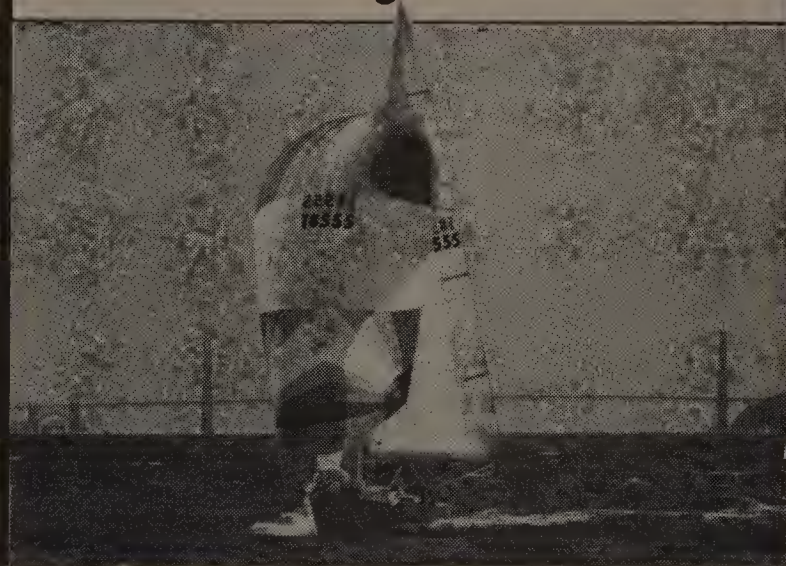
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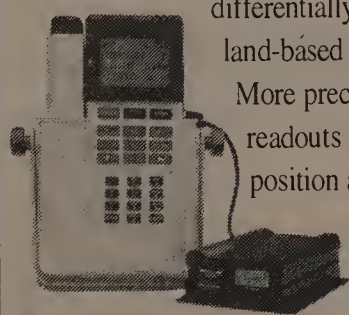
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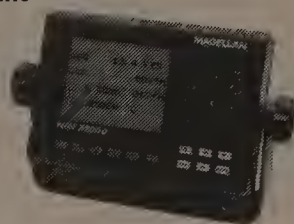


differentially corrected GPS information from land-based radio beacons. The end result? More precise speed, course and steering readouts with an incredible 10-meter position accuracy! That's 10 times the power of the current 100-meter Selective Availability (S/A) limit set by the U.S. government.

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LETTERS

that with minimal scope you're talking about the weight of 300 feet of chain plus the anchor.

The Jessies' reference to 'crab crushers' and 'Wetsnails' demonstrates a narrowmindedness that's surprising given their experience. Jim feels that cruisers who own 'crab crushers' — meaning anything other than a labor intensive racing machine — won't be able to work off a lee shore. But it doesn't take a genius to learn to read the sky and the seas to assess the trend of the weather. And with today's communication and weatherfax capabilities, only a fool would be caught near a lee shore — even in a boat like the Jessies. Part of good seamanship is knowing your own and your boat's limitations.

As for the lack of speed in the 'crab crushers' they condemn, I, like a lot of cruisers, enjoy the solitude of the open ocean. My wife and I also savor being able to head to sea alone, without having to worry about the special diets and other demands of extra and unnecessary crew. Besides, if I really wanted to get anywhere fast, I fly there.

I've met quite a few incompetent cruisers in my years at sea. Most of them ended up selling their yachts and/or getting divorces at their first port of call. The rest of the cruisers were outstanding individuals.

One of the most competent sailors I've had the privilege to meet is John Guzwell, who, after building the 20-ft *Trekka* in his British Columbia cellar, sailed her around the world. Guzwell temporarily left *Trekka* in Australia to accompany the Smeeton during their ill-fated attempt to round Cape Horn on *Tsu Hang*. As you might remember, the yacht pitchpoled, tearing off the cabin trunk and mast, and leaving Mrs. Smeeton, who had been at the helm, in the water with a broken arm. Through Herculean efforts, they managed to bail the yacht out, after which Guzwell fabricated a cabin covering using canvas and scraps of wood. He then pieced together a mast, which allowed them to inch their way to a Chilean harbor. Guzwell then returned to *Trekka* to continue his voyage around the world.

I met Guzwell shortly after he completed building *Treasure*, his beautiful pilothouse ketch, a yacht that the Jessies would classify as a 'crab crusher'. When I last saw him in Hawaii, he had orders for several more. Perhaps Jim only knows how to sail racing yachts and is not familiar with the skills necessary to cruise other kinds of boats.

And then there's this business about Jim never being anxious before a crossing. That's like a race car driver saying he's never nervous before a race. Only a fool doesn't have pre-race, pre-cruise and pre-flight anxieties. No matter how many times you've done it, no matter how many check lists you've signed off, there's always the nagging concern that you may have forgotten something or that something you checked and doublechecked might not have been just right. The feeling usually goes away as soon as the flag drops or the dock lines are cast off, but as long as we're mere mortals, we should realize that we're all subject to either our own mistakes or the mistakes of others.

In short, Jim, get off your high horse. You may be a great sailor, racer and cruiser — but you're far from being as great as you seem to think you are.

J.R. Williams
Antioch

J.R. — We published the interview with the Jessies because we think it's worth listening to anyone who has done such a lengthy circumnavigation. But that's not to say we think our readers should accept anyone's opinion as The Gospel Truth.

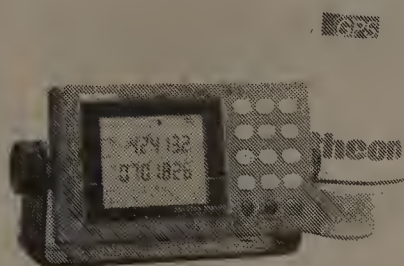
We at Latitude, for example, are true believers in 1) roller furling headsails, 2) power windlasses, 3) dodgers, 4) GPS & radar, 5) watermakers — and 6) lots of other modern gear. Based on our limited experience and that of hundreds of cruisers we've spoken with, we're convinced that all of the above items contribute tremendously to the safety, comfort and convenience of a cruise.

And while we may be alone in this, we don't think the point of cruising is necessarily to be miserable or deprived. Truthfully, we'd

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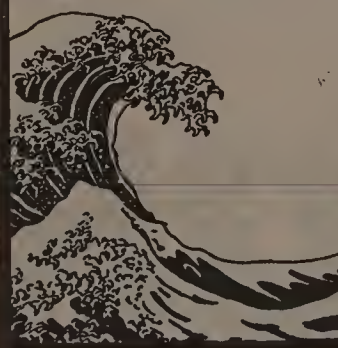
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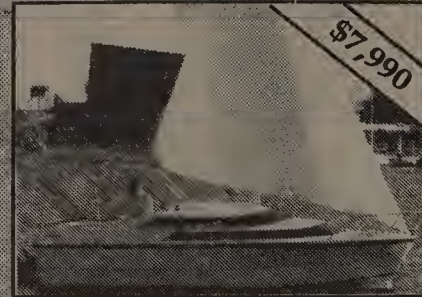
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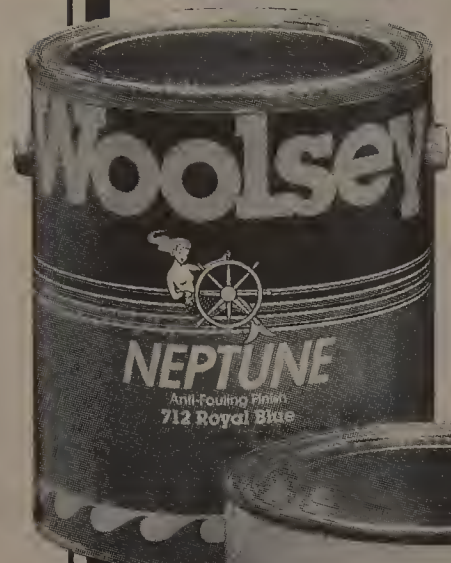
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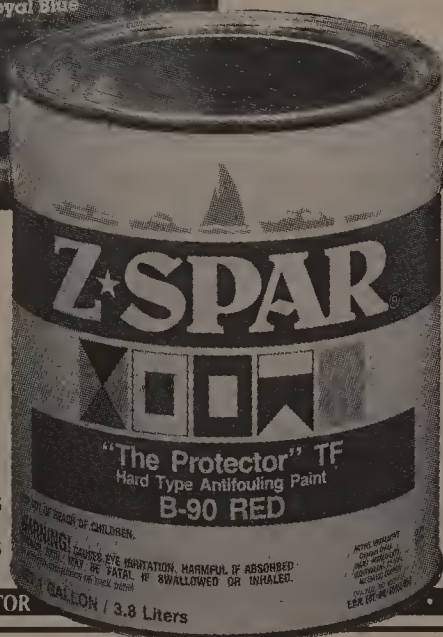
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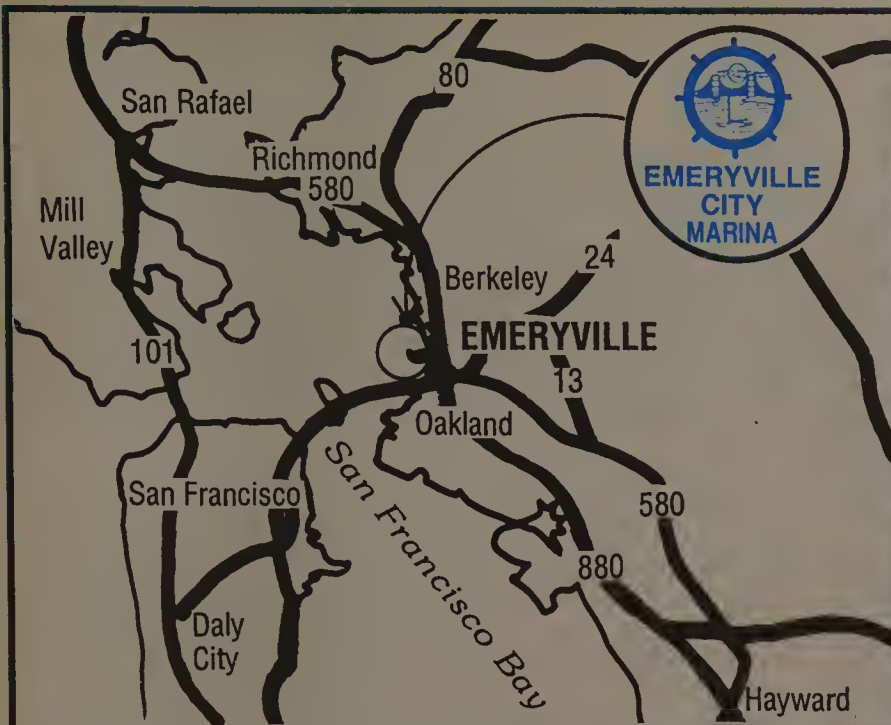
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LETTERS

gladly spend another year with our nose to the grindstone in order not to have to cruise without any of the items mentioned above.

As for what constitutes an appropriate cruising boat for us at Latitude, that — as already mentioned — would depend on our mood and intention. When we're feeling frisky, there's no vision more appealing than surfing across the South Pacific aboard one of the new Santa Cruz 52s. Oh yeah, that would be sweet! At other times we could visualize ourselves being content as hell kicking around Mexico or the South Pacific aboard a 'crab crusher' of one sort or another.

ONE OF NOAA'S PROBLEMS

Max Ebb's *Hits The Charts* article in the October issue could not have appeared at a more opportune moment. I stuffed the issue into my satchel as I headed off to board my flight to Washington, D.C. to attend a conference on NOAA and their charts and publications.

One of the friendly natives in our nation's capital ran off a bunch of copies of the article and circulated them to all those attending the meeting. Many of the comments in Max's "Chart Update Ideas" were quite favorably received by the NOAA people.

While many of the ideas espoused in the article apply more to small craft than big ships, they still have validity. One of NOAA's problems is trying to put out products that please the wide range of users that they serve.

Thanks again for a great article in a great mag.

Gary Schmidt
 presently at sea

Readers — Capt. Schmidt drives the President Jackson, a 900-foot container vessel, for American President Lines. A couple of years back he and his crew saved a couple of local sailors whose vessel was foundering.

THE GOOD DEED THEY THOUGHT THEY DID

When the powerboat named *Tiffani* entered the Oyster Point Yacht Harbor on November 19, I guess they decided they were going to do a good deed for the day by picking up a float anchored on one side of the channel. They should have left it alone as it marked a broken channel marker.

Removing the marker created a hazard to all the other mariners entering or departing the harbor. Frankly, it's a wonder they didn't bend their props or rudder, as they were sitting over the piling when they pulled up the anchor on the float.

They deposited the float on the gas dock and left patting themselves on the back for the good deed they thought they had done. Bull feathers.

Joseph Halter
 San Bruno

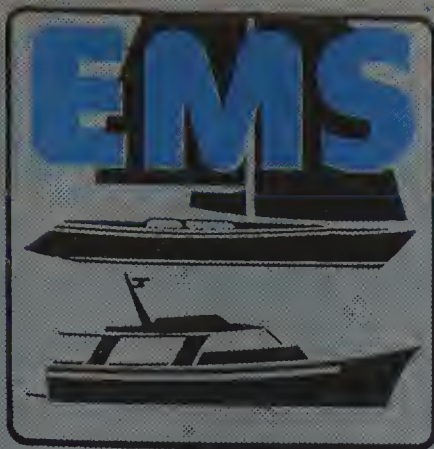
Joseph — If some folks, even powerboaters, have good intentions, we can't get overly worked up when they make a minor blunder. After all, what was the big harm? Surely you pointed out their mistake so they could replace the marker before other mariners damaged their boats. Heck, you've probably made some new friends as a result of it all.

HERE'S WHAT HAPPENED

Your October issue included a letter from Gene Barrett asking readers if anyone knew the whereabouts of the schooner *Heritage* and the Jim Roessl family. Barrett had last heard from the family and boat in 1964.

You expressed some skepticism about finding the Roessls after nearly 30 years. Well, never underestimate the *Latitude* 38 reading audience. Two readers wrote Barrett. A third, my brother-in-law Al Fricke, Fed-Ex'ed the October issue to me in St. Paul so that I could contact Barrett directly.

Al had singlehanded *Meridian Passage* up to Drake's Bay for an



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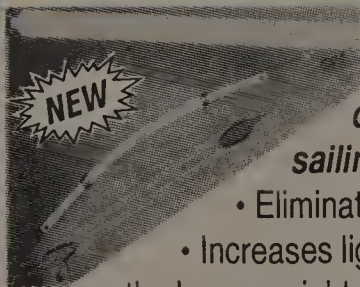


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LETTERS

overnight of R&R, which always includes, I hear, catching up on the local sailing news via *Latitude 38*. Imagine his surprise when he came across Barrett's letter.

Larry Resnick, a reader in Clayton who worked with my dad in the late '60s at William Brobeck & Associates in Emeryville, remembered him working late at night making the metal fittings for the rigging.

Mrs. Baldwin T. Hilda wrote from San Diego. Babe and Larry Baldwin lived aboard their ketch *Faith* at the Silvergate YC and for years edited the Seven Seas Cruising Association's *Commodore's Bulletin*, which is a compilation of letters, tips and hand-drawn charts of interest to both serious and armchair cruisers.

Anyway, here's what happened to *Heritage*. Jim and Lorraine Roessl, along with their four daughters, sailed south from San Diego in May, 1970. Whether we had more courage than smarts is arguable. What's certain is that we were determined — despite chronic seasickness, engine breakdowns, leaking bilges, dwindling funds, stormy seas, Soccer Cup wars and dragging anchors — to cruise the Mexican coast and the Caribbean islands. Unfortunately, a crane dropped *Heritage* in Port of Spain, Trinidad, in June, 1972. She'd been hauled out for a bottom job at the time she was dropped. *Heritage* was damaged beyond repair. In a foreign port, we had no effective legal recourse.

We spent the summer on Trinidad making arrangements to transport ourselves and the wreckage off the island. In August *Heritage's* remains were placed on a barge bound for Houston. We followed by plane and bus. After finding employment, my parents began the tedious process of dismantling the vessel. The plan was to build a new hull and outfit it with *Heritage's* gear.

The new hull was partially framed when Dad became ill. He died in November of 1974.

So although Barrett never did find my dad, I'm sure that Dad would be pleased to know that he had a friend who believed it was okay to dream a dream and that success could be in the trying.

To all your readers-who-would-be-cruisers, just sail it!

Pamela Roessl Fricke
St. Paul, Minnesota

Pamela — We want to say thanks to our readers who answered Barrett's request — and to you for filling us in on the details.

MY FLICKA IS PARKED NEXT TO MY THRESHING MACHINE

I let my subscription lapse a couple of months ago and I dearly miss *Latitude* — so please get it going again.

I would also appreciate information on distributing your magazine out here in the Nevada desert, as it would be of great benefit to the uninformed public. I own an antique store here in the tiny community of Hazen, which is famous for being the site of the Silver State's last lynching (1905). My 1978 Pacific Seacraft Flicka is proudly parked out front on her trailer and attracts a great amount of attention. I'm tired of telling prospective buyers that she's not for sale. It sure would be convenient to lay a copy of *Latitude* on these people so they could find their own damn boats!

I've been a fan of yours since I picked up a copy at the Sausalito West Marine store in 1982. I was driving an 18-wheeler at the time, hauling liquor and wine from the Bay Area to Reno. I'd been interested in sailing since boyhood, when I first read of Robin Lee Graham's adventures in the *National Geographic*. But I grew up in Reno and never had the opportunity to go sailing.

When I began hauling liquor from the Bay Area in the early '80s, I got the fever back. Driving my Peterbilt across the bridges, I had a great view of the scores of sailboats on the water below. I knew the only cure was to buy my own boat.

Reading your *Classy Classifieds*, I came to the realization I could afford my own boat. So I took up my search, spending every spare moment I had in brokerage offices, marinas and chandleries. I

JANUARY 1993

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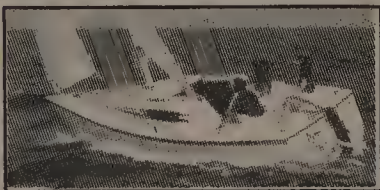
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LETTERS

absorbed as much knowledge as I could from as many sources as I could, then settled on a Catalina 22. Never having sailed before, I borrowed the book *Learn To Sail*, fired up the 7½ hp Honda and motored out of Tahoe Keys Marina onto the crystal clear waters of Lake Tahoe.

I wouldn't recommend such self-instruction to everyone, especially singlehanded as I had done it. But everything turned out okay and I was amazed at the instant success. I knew this was my calling; the little Catalina turned out to be the *perfect* first boat.

Thereafter I spent all my spare time on my new toy. I built a trailer and began taking the "22" around Nevada, visiting such lakes as Pyramid, Lahonton and Walker. Nonetheless, Tahoe has always remained my favorite.

Four years later, I had the good fortune of finding a bargain deal on my 1978 Flicka. I had to sell my Catalina, but I realized more than a \$1,000 profit! As for the little Flicka, she's an absolute wonder and I don't think I'll ever sell her. I love singlehanded sailing and this tough little vessel was truly designed and built to be comfortably handled by one. Her first owner, Al Lehman of Arizona, even sailed her to Hawaii and the Sea of Cortez. Her picture has graced a number of Pacific Seacraft ads as well as their sales brochure.

One of my favorite activities is to take her out on Tahoe in the spring when the weather is unpredictable and Small Craft Warnings have been issued. My sailing partner, Cody the Australian cattle dog, and I then head out for the center of the lake carrying just a reefed main and a storm jib. It's an adrenaline rush — which I also don't recommend to everyone. But I'm single and my only dependant is Cody. If I meet my maker this way, it will be doing something I truly love!

I gave up roaring down highways in an overloaded semi and now sell antiques in a quiet town just east of Reno on alternative Highway 50. I invite all your readers to see my store, Ghost River Antiques, and my large collection of very old, strange items. You can't miss the place — the Flicka's parked right in front next to my 1928 John Deere threshing machine!

P.S. I would be honored if you would print my letter.

John Silver
Hazen, Nevada

John — We're honored to get a letter like yours — which is every bit the equal of your name.

↓↑THE QUESTION NOT ADDRESSED

That was an interesting and informative *Sightings* in the December issue of how the trail of Nike shoes helped confirm the existence of *El Niño* conditions.

But contrary to your claim, it could have quite a bit to do with boating, given the effects *El Niño* can have on weather. Besides, perhaps there is something in the manufacture of Nike shoes that could be applied to the manufacture of bottom paints of the future.

But for mariners, the most interesting — and troubling — question was not addressed: Where are all those containers that didn't sink?

Ethelbert Nevin II
San Francisco

Ethelbert — The containers that didn't sink are still out there, awash upon the oceans of the world, nearly impossible to spot, waiting to take chunks out of the bows of fiberglass boats.

↓↑TO REACH AN AMICABLE AGREEMENT

You published a letter from me in your December issue that requested assistance in locating my partner and our boat *Drifter*. I'm happy to report that with the enthusiastic assistance of *Latitude* readers, I was able to locate both in relatively short order and reach an amicable agreement with my partner.

In the letter, I said Mr. Wilson did not notify me in any way of his

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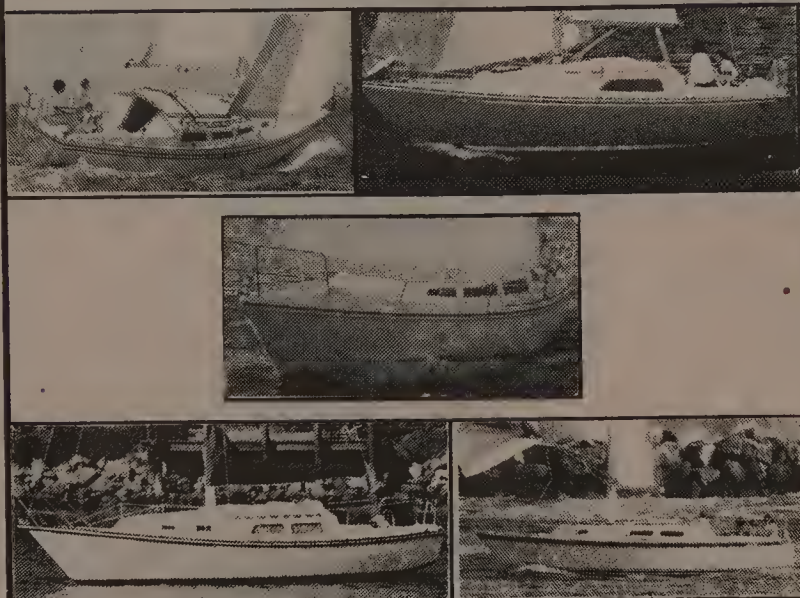
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intentions to move the boat. In two months prior to the relocation of the boat, he did not. He subsequently explained to me that when he moved the boat he was relying on a discussion we'd had in August concerning a possible relocation in response to other matters of mutual concern. At that time I had agreed to the relocation of the vessel, when and if the other matters of mutual concern became imminent.

At the time Mr. Wilson departed with the boat, he was under the misconception that this was the case, and that he thus had my approval to move the boat.

It is my hope that this letter will belay any doubts from your readers as to the moral character of Mr. Wilson.

Edward P. Suite
Vallejo

Edward — We didn't doubt Wilson's character for a moment. Having been married a couple of times, we realize that misunderstandings are a dime a dozen even among the most excellent of people.

Our fervent wish is that Drifter will be a source of immense pleasure for both you and Wilson. Among understanding individuals, boat partnerships can be wonderful things.

↓↑ SORRY TO SEE THE PT. HARRIS LAID-UP

Reading your December *Sightings* about the 'cat attack' on the Coast Guard cutter *Point Harris* brought back memories.

In the summer of '89 another member of our yacht club and I flew to Honolulu to help a third clubmember sail his 36-foot boat back to San Francisco. Incidentally, the average age of the three of us was 61; that may mean something, although I'm not sure what.

Anyway, 850 miles north of Oahu the backstay decided to part, allowing the mast to go over the side. Rigging the boom as a mast and using a 40-sq. ft. dinghy sail to propel us, we spent the next two weeks sailing back toward Hawaii.

Seventy-five miles from Oahu, we called Coast Guard Honolulu and had a little talk. They sent a C-130 out for a look-see, and said that a cutter would meet us the next morning to take us in tow. Sure enough, at 0530 next morning, some 35 miles north of Kaneohe, who should be waiting for us right on schedule and right on our track but the *Point Harris*? Those Coasties did an excellent job of getting us around Oahu to just off the Ala Wai. A more nimble 41-footer took over for the last couple of hundred yards to the fuel dock.

So there are at least three of us who are sorry to see the ol' *Point Harris* laid up with wounds from *Iniki*.

John Miller
Commodore, Treasure Island YC
Sunnyvale

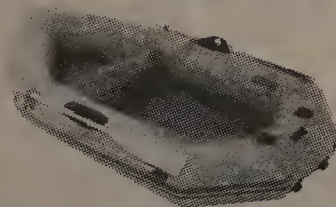
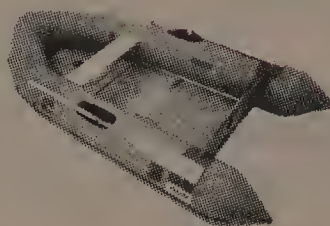
↓↑ WE WERE JUST FEELING OUR WAY AROUND OUR NEW, BIG BOAT

After reading *Latitude* for several years and being a partner in a Sausalito-based Cheoy Lee 30, I thought it was time to write about being a 'virgin owner'. Yes, this means we finally became the proud owners of our own boat, a Magellan 36 ketch designed by Angelman.

Being completely responsible for all aspects of *Ourania* has been a big change, as we had some expert partners to handle technical problems with our partnership boat. Being completely responsible has been both great fun and amusing — and occasionally downright frightening!

A perfect example of the latter happened during a Sunday last summer when we dropped anchor in Hospital Cove for the first time. After a great lunch, bottle of wine and a nap, we raised the anchor and headed back toward San Francisco's South Beach Marina. We had the main and jib up, and by the time we got into 'the slot' it was gusting to 25 knots and dense fog had reduced visibility to about 100 yards. We were terrified, as we were just getting to know our new big

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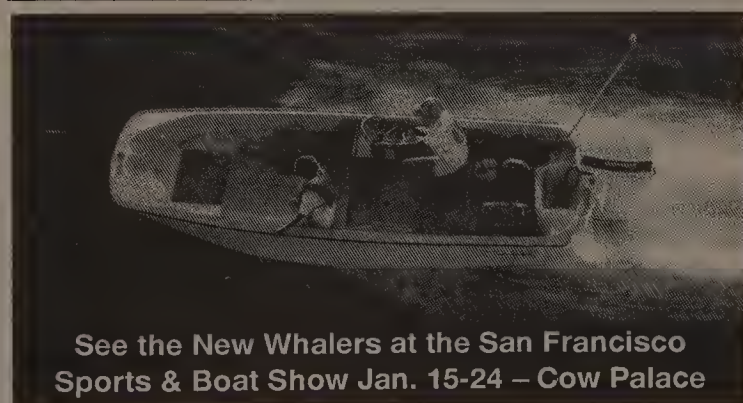
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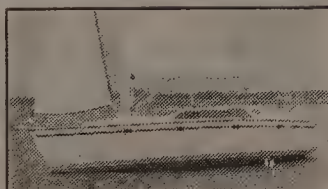
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and heavy boat. All the instruments, other than the compass, had been ripped off before we bought her.

In any event, it took us 2½ hours of battling the wind, chop and fog, and dodging speeding tugs and God knows what else before we broke through the fog on the San Francisco side — which was bathed in brilliant sunshine! I've sailed for many years as crew on smaller boats, but never would have guessed we'd have such a scary experience.

Nonetheless, we did it all over again the following week! There wasn't as much fog, but it was just as windy. We thoroughly enjoyed the second trip, as we had foul weather gear and crossed the slot under bare poles. We didn't carry any sail, because the week before it had taken Wendy 90 minutes of fighting to get them down. Wendy was great, as she stuck it out even though she lost her lunch in the process.

Our boat had been repossessed before we bought her, so she needed a lot of work. We had the boat out of the water in Richmond to get the mast repaired, have thru-hulls installed and bottom paint applied. I can't believe all the different advice we've gotten — even from boatyard staff.

Anyway, we feel a sense of gratitude at being able to sail the Bay at all. I'm from the Isle of Wight. You folks should know where that is — it's where the America's Cup started. Hasn't been back since, however.

P.S. Incidentally, we'd love to hear from other Magellan 36 owners.

Ken Richards & Wendy
Northern California

Ken & Wendy — We're glad you made it through that first sail safely because something had to be wrong; dropping sail should take 90 seconds, not 90 minutes. Please don't think we're talking down to you, because we didn't know any better ourselves when we started, but it's this simple: point the boat into the wind, let the halyard go. With a little bit of practice, you'll get the sail falling into a neat little pile on the foredeck, leaving you nothing to do but go forward and tie it off. Ah heck, we're sure you learned that months ago.

As for the strong winds, tides and fog, in the beginning they seem like nasty adversaries. But if you sail frequently, you soon learn to appreciate they're all important parts of what make sailing San Francisco Bay so interesting. The more you know about sailing, the more you know what a special place San Francisco Bay is to sail.

P.S. Sorry this letter appears about four months late — it's one of those that slipped behind the computer.

↓↑ A FOUR-SHEET SET OF PLANS

A year or so ago, you published a request by someone looking for plans for the John Hanna-designed Tahiti ketch.

I have a three or four-sheet set of plans for the Tahiti Two, the extended version, published by *Mechanics Illustrated* in the 1970s.

If someone wants them, they can call (510) 790-7217 (days) or (510) 581-4764.

Charlie Dodge
Northern California

↓↑ MY LAST HOPE

I read the November issue article about Cookson's *High 5* and her high-swept rudder and keel. In the article, titled *Max Ebb — Swept Away*, you mentioned a group called the Society of Naval Architects and Marine Engineers. Could you send me any information on that group? I live in Oak Harbor, Washington, and after high school I hope to get into naval architecture.

It's difficult for me to keep up with trends in naval architecture as such courses aren't taught up here. As for the naval architecture schools, the only questions they'll answer is how to enroll in their schools.

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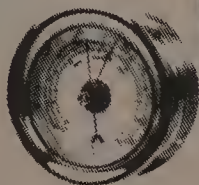
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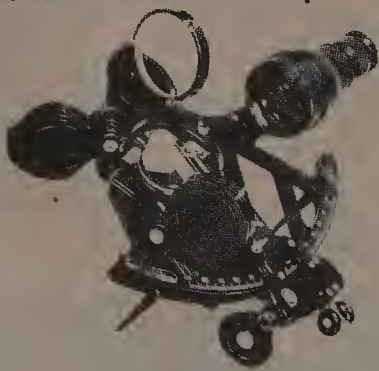
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A 16-year-old advanced Computer Aided Drafting (CAD) student, I have sent away to various schools for information — i.e. the names of books and magazines — on how to use the CAD program for boat lofting. It's quite upsetting because all I get back are enrollment forms.

You guys are my last hope.

Kevin Swackhamer
Oak Harbor, Washington

Kevin — If we're your last hope, you must really be in sad shape. Be that as it may, The Society of Naval Architects and Marine Engineers (SNAME) is located at 601 Pavonia Ave., Jersey City, NJ 07306. Their phone number is (201) 798-4800. If nobody is in, they might be playing video games in the arcade around the corner. If you still can't find them, drop by Bob Perry's office with a six-pack about 4:30 some afternoon and grill him. Who knows, in '03 it just might be a Swackhamer 81 — there's magic in that name — going nip and tuck with a Farr 81 for Whitbread honors.

↓↑CRUISERS CAN HELP WITH MARINE MAMMAL RESEARCH

Your magazine was recommended to me by James and Anita Merriman of the yacht *Starlight*, whom I met last summer here in Cook's Bay, Moorea. The Merrimans, whose boat was anchored here, suggested that you might be able to help with my research.

I'm a marine biologist who specializes in marine mammals such as dolphins, whales, porpoises, seals and sea lions, and am about to complete my Ph.D. from the University of California at Santa Cruz. A resident of Moorea for the past 4½ years, I'm happily married to a local Tahitian woman and am the proud father of a very healthy three-year-old son. I love this country smack-dab in the middle of the South Pacific, and am making my life and career here.

I am, more or less, the 'official' marine mammalogist in French Polynesia, and my work and reports are sent to the United Nations' South Pacific Regional Environmental Program. Although much of my efforts here to date have been directed at the behavioral ecology of spinner dolphins — which was also the subject of my Ph.D. dissertation — I have also conducted research on several other species of marine mammals, including killer whales, pilot whales, humpback whales, melon-headed whales, beaked whales, rough-toothed dolphins, and bottlenose dolphins. While in California, I conducted research on gray whales, receiving my Master's degree from Sonoma State University.

French Polynesia's boundaries are vast, about the size of Western Europe, yet the total land mass of the five archipelagoes is no more than the size of Rhode Island. Thus I have an immense amount of ocean to cover for my research. I occasionally receive reports from residents of some of the outer islands, which I greatly appreciate. But for a long time I have wondered whether some cruisers who sail through French Polynesia each year might also want to help in some way.

Virtually all the cruisers I've had the opportunity to meet have had stories to tell about dolphins or whales they have encountered off the islands or in the open ocean. Unfortunately, many of the cruisers did not have a field guide aboard, and thus were unable to identify the species they saw. There are, incidentally, about 24 species of dolphins and whales within the waters of French Polynesia.

On occasion, some cruisers have been able to identify the species of marine mammal they've seen. Better yet, some have had photos to prove it. James and Anita, for example, provided a detailed report with photos of a lone spinner dolphin in the lagoon at Apataki last month. The same dolphin, I believe, was sighted there last August by Pete Atkinson and Vickie Allen of *Eila*. Their photos, along with other pertinent information, have been a valuable contribution to my work.

So I'm asking any of your readers who cruise through the South Pacific, especially the waters of French Polynesia, and observe dolphins, whales or seals, to please contact me and give me a report.

Right from my first look at the Schaefer system I was impressed with it's appearance, finish and engineering. I've installed, used and repaired numerous other furling systems and I was impressed that the Schaefer design had solved the problems I've experienced with other systems. The connection between joints is the most fail safe I have seen. Twelve rivets at each joint is far superior to threaded fasteners."
 Steve Pettengill, Rigger, Ostar & Bermuda, 1-2 Competitor and Co-skipper of Great American record setting trimaran

"These units have proven to be the best I have ever seen. 3000 is overbuild but extremely simple to take apart. With the round extrusion, rolling is really easy and smooth. This is a no-nonsense roller furler."
 Jean-Pierre Mouligne, 45' BOC Boat 1994, Newport, Rhode Island

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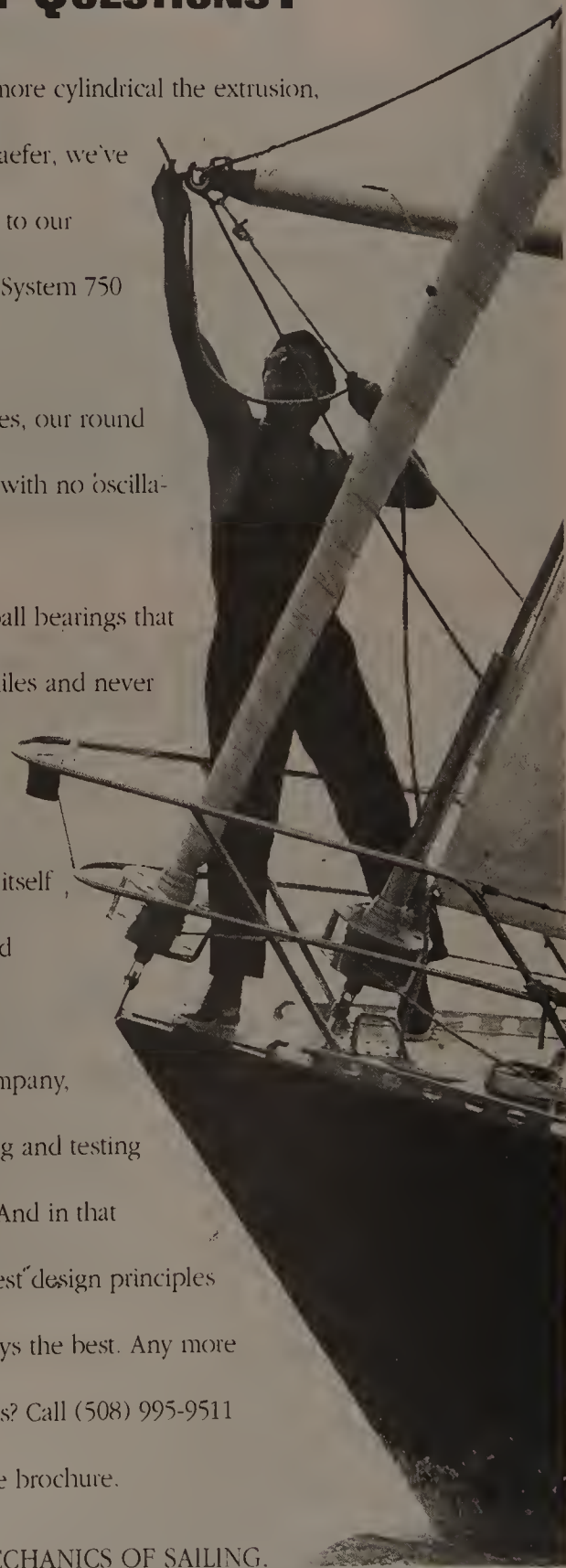
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LETTERS

To this end, I suggest that all cruisers carry a good field guide. I recommend *The Sierra Club Handbook of Whales and Dolphins*, by Leatherwood and Reeves, 1983.

Whenever possible, the reports should include the following: date, precise as possible location, time of day, environmental conditions, number of animals (and calves), behaviors exhibited, and the identity of the species. The single best thing you can do is to photograph or videotape the animals. This would allow me to better identify the species, and in some instances, perhaps identify the individual animal.

Reports can be mailed to me at B.P. 22, Temae, Moorea, French Polynesia. They can also be faxed to me at 689 56 13 74. Better yet, why not come here to Moorea so we can get together personally? I'm at U.C. Berkeley's Richard Gump South Pacific Biological Research Station, telephone 689 56 16 94. I'd be more than happy to show you around the Biological Station. I can also tell you about Moorea, its anchorages, its inhabitants (human and dolphin), its hiking and interesting Tahitian legends.

Thank you so much for helping me in my efforts to better understand these fascinating creatures of the sea who inspire wonder in us all. Due to habitat degradation and mortality in drift nets and the tuna purse-seine fishery, they are in need of our understanding and protection. You can help!

Michael Poole
Temae, Moorea, French Polynesia

Michael — Sounds like a lot of fun to us.

⬇⬆ IF ONLY ALL DIESELS WERE THIS SIMPLE

I've been following all the letters concerning the difficulty in hand-starting a diesel engine. While there have been some great tips, others have been left out.

For instance, I don't remember anyone suggesting releasing the compression release valve, spinning the engine with the starter, then closing the valve. That seems elementary — but so are a lot of cures.

What surprises me is the lack of simple reliability in today's diesels. Back in the '70s, when the world didn't require diesels to be simple, Volvo was a leader in that field. Today, Yanmar makes a diesel that has a much better weight-to-horsepower ratio than does my diesel, but my Volvo was made stronger, simpler and with premium grade steel.

I own a Morgan Out-Island 28 which came factory-equipped with a Volvo MD6A 10 hp diesel. This engine does not use pre-igniters — no electrical drain — and, of course, there are no electrical requirements for a diesel. Volvo provided a hand crank for this engine, which until recently I never had occasion to use. But if the engine doesn't come to life after three revolutions, I know there is a problem.

There have been times when I've allowed my double battery bank to get below 10.5 volts — which is so low that a cabin light will fade out if another is turned on. But one handcranks my old Volvo up into a rhythmic rattle that could only be duplicated by an old British motorcycle. After a few minutes of warm-up, I then increase the rpms to about 1,500, as it's best to run a diesel under load. By incorporating my high output alternator for no more than seven minutes, my batteries are once again at the 14-volt mark on the meter. I can then shut the engine down and relax for as much as a week while at anchor before I need to repeat the process.

Wouldn't it be nice if all diesels were this simple, this easy to start, and easy to maintain? The only hard thing about the Volvo MD6A and MD7A diesels is . . . that they are so hard to find!

Jim Barden
Ann Marle
Marina del Rey

Jim — You may be easy on your Volvo, but it sounds to us like you're awfully hard on your batteries. They can't be allowed to run so

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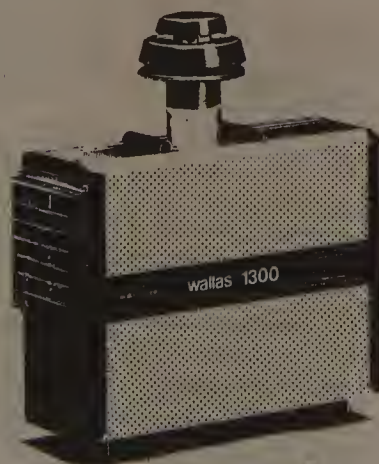
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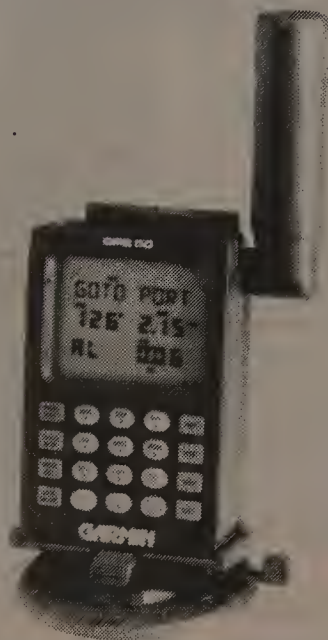
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LETTERS

low and then charged up again so quickly without resentment and lasting damage.

↓↑HOT OR COLD, SHE STARTS EVERY TIME

The hand-starting diesel is no myth. The Farryman R30 in my Cheoy Lee 31 starts every time, hot or cold. In fact, my wife and others have hand-started this engine with just the assistance of someone releasing the decompression lever.

The Farryman puts out somewhere between 20 and 24 hp. The two cylinders are decompressed with a single lever, allowing one person to start the engine by cranking with the left hand and controlling the decompression lever with the right. While the engine can be fitted for an electric starter, I don't have one nor do I intend to get one.

Here are the steps we use to crank our Farryman:

1. Put the transmission in neutral.
2. Put the throttle on 1/3.
3. Depress fuel enrichment button — this gives the engine full throttle until it fires.
4. Hold the decompression lever down with right hand.
5. Crank with left hand, starting slow and easy.
6. When the engine is turning at sufficient rpm, let go of the lever.

The engine fires right up except when it hasn't been run for a month. On these occasions, I've had to try two or three times to get her going. In seas over 10 feet, I've had to wedge myself in pretty tight to achieve the necessary rpms, but the engine still starts.

Good luck all of you Volvo engine owners!

Larry Goodson
Troubador
San Francisco

↓↑THERE IS ONLY ONE TOBY HICKMAN

I saw Toby Hickman's name in a recent article. Since I believe there is only one Toby Hickman, I am hopeful that this Toby is a (long lost) relative of mine, a cousin.

If any of your staff or readers knows Toby, please ask him to call me. My Toby grew up in Lakewood, California, a Long Beach suburb. He is about 45 years old. It has been thirty years, about, since we saw each other.

I am Mike Lawler, phone: (510) 428-2667 or (510) 658-4744.

Mike Lawler
Emeryville

↓↑HIGH SEAS MEDICAL SERVICE

On the recommendation of some friends, I'm writing to find any information on a 'High Seas Medical Service'.

My parents, Al and Signe Wilson, own the Westsail 43 *Tsarina*, which they had built in California in the late '70s. They're both retired and currently live in Sitka, Alaska.

Their dream has always been to go cruise around the world. Unfortunately, my mother developed chronic bronchial asthma a few years ago, which has put a large kink in their cruising plans.

I'm hoping you or your readers might have heard of this High Seas Medical Service, and will write my parents at P.O. Box 597, Sitka, Alaska 99835, or me at P.O. Box 1467, Soldotna, Alaska 99669.

Kim Elliot
Soldotna, Alaska

Kim — It rings a bell, but we can't put our finger on it. Perhaps one of our readers can help.

↓↑JUST ABOUT ALL OF US

"We Cheat Tourists . . ."

I was astounded to see the above headline in Sausalito Baygear's ad on page 63 of the September '92 Issue. Since by definition a tourist is anyone who travels for pleasure, the word includes just

Why Do Serious Ocean Racers Choose ALPHA PILOTS?

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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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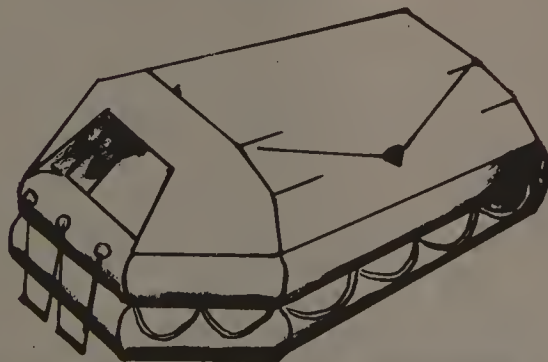
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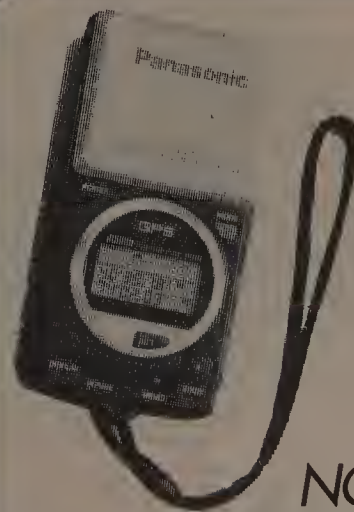


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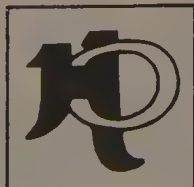
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LETTERS

about all of us.

I have been a loyal reader of *Latitude* since its inception and have always been impressed with the interest you seem to take in seeing that your readers get a fair shake. Have you now changed that policy?

Luther W. Conover
(formerly TradeFair) Str. Berkeley
Sausalito

Luther — Don't take everything so literally. The purpose of the headline was to grab your attention — and it obviously did an excellent job of that.

Frankly, we enjoy Baygear's honesty, because the truth of the matter is that tourists are regularly cheated all over the world. Case in point: If you're from Hawaii and need a hotel room over there, you can often get the "kamaina" (locals) rate which is half of what visitors pay. Second case in point: When San Franciscans need money, they ratchet up the hotel tax another percent or two. This 'cheats' tourists from Duluth where there is no hotel tax.

If you really want to push the issue, most consumers — not just tourists — get cheated when they buy almost anything. The guy who buys an airline ticket the day of the flight is cheated by paying double the price of the guy who bought the same ticket six months before. Consumer A has to pay 20% more than consumer B for cereal because the latter has a coupon. If an individual buys insurance, he's cheated because he doesn't get group rates.

In a world full of deceptive claims, hypocrisy and politically-correct sanctimony, we thought the ad was refreshing.

↑↓MY WIFE WILL KILL ME

Sure, it's a little late, but I just finished reading the article in the January 1992 *Latitude* about masthead lights — and I just had to write. My wife will kill me, as this is the first letter I have written in the 24 years we've been married!

We have a Watkins 27 that we cruised from Oregon to Texas. During the cruise we talked to ships over the VHF from time to time at night, and were told we've been picked up on radar from as much as 20 miles away, and have had our masthead light seen at six miles. We have mast steps plus a radar reflector. The steps make us a better radar target, but they are also great for changing burned out masthead bulbs at 0200.

As for masthead lights being hard to see, I think there can be a number of causes:

1) Wire to the bulb being too small. A boat with a 35-foot mast and a 20-foot run from the mast to the electrical panel needs 10 gauge wire for a 25-watt bulb. I bet a lot of boats have 14, or even 16-gauge wire.

2) A dirty bulb or lens can reduce the amount of light emitted from the lens by as much as 60%. So after installing a bulb, make sure you do a good job of cleaning it.

3) A smaller bulb has been put in as a replacement. I know nobody else but me has replaced a burned out 25-watt masthead bulb with a smaller cabin light bulb. It's better than nothing, but you have to remember to replace it with the correct bulb as soon as possible.

If anyone cares, we bought our Watkins 27 for \$18,000. The First Mate then took a full-time job so we could pay it off in 3½ years. During that time we made several major modifications — a 125-gallon water tank, 3-burner stove with oven (kerosene, and we love it), anchor windlass, 200-foot chain (thank God!), five anchors, a SatNav, etc. etc! The total cost for the boat, modifications and equipment came to \$25,000 — which proves you don't have to be a millionaire to go cruising.

Once we left the States, we lived on \$350 a month. This included eating out three to five times a week at local, not tourist, spots. We also made two side-trips inland, bought charts and rum and paid for our Canal transit.

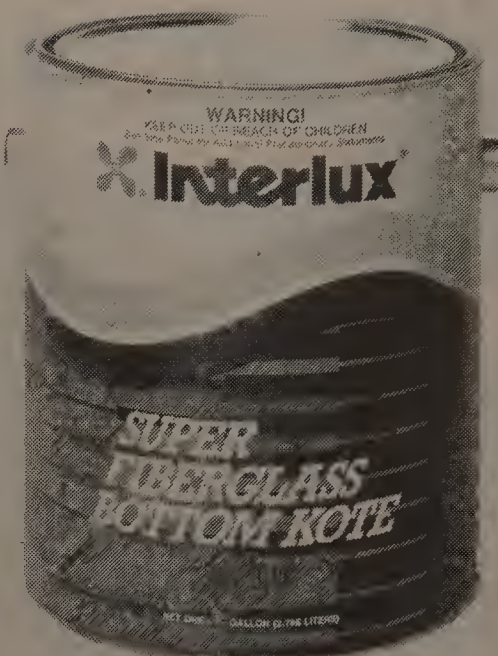
The Watkins 27 did us well. She handled both the tail-end of a

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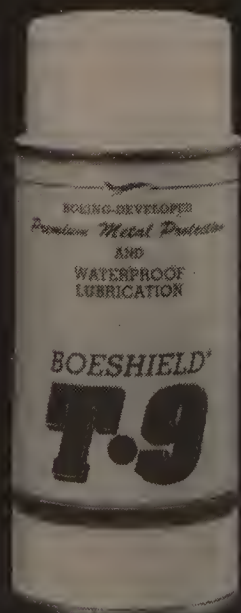
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LETTERS

Tehuantepec'er, a full Papagayo off of Nicaragua (you don't hear much about them, but they can be killers) with ease (the crew didn't do as well). All and all the three of us — our 16-year-old daughter was Second Mate — had a good trip and lots of fun. We are now building up the kitty so we can take off again by the middle of the year or so. Whatever, it will sure be warmer than winter in Texas!

As far as our trip is concerned, I'll just repeat: "Do it now!!" No house, no phone, no bills!

Henry, June and Carmen Michael
Hebo, Oregon (Kemah, Texas)

↓↑GUNNING WHALES HAS BEEN OUTLAWED

I enjoyed your well-written article about boat salvors in the September issue. However, since you used the word 'gunwhales' twice in the article, I guess you think that's the way it's spelled. T'aint so! Gunning whales has been outlawed, I'm glad to say. A 'wale' is "any of certain strakes of thick outside planking on the sides of a wooden ship", according to the *American College Dictionary*.

It's not really a big deal, but since you're writing for a maritime readership, you might as well get it right. More professional, don't you think? Like 'shear' pin, and 'sheer' strake.

P.S. Incidentally, 'free surface water' is water sloshing around in the bilge. Since the water is free to move to one side when the boat heels, and thus transfer its weight, it behaves just as though the water were located some distance higher than it actually is — like a weight hanging from a wire on a floating crane. Even if the weight is at or below the waterline, it acts as though the entire weight were located where the wire enters the sheave at the top of the crane.

'Free surface effect' is the same for powerboats or sailboats having the same shape of water surface. The weight of a sailboat's keel puts the overall center of gravity lower in the boat, increasing stability. It was free surface water caused by fire-fighting on the liner *Normandie* that decreased her stability to the point where she capsized in her berth in New York just before the war.

P.P.S. I can spell but I can't type.

W.B. Hickman
Rockland, MA

W.B. — We can keyboard, but we can't spell — not even with the help of the WordPerfect spell-checker. It has something to do with surfing-induced 'free surface water' that rolled around our heads during high school English classes, preventing us from hearing or thinking clearly. We're going to sue somebody for our pain and suffering as soon as we find out who has the most money, the schools or the lifeguards. Not to sue would be unAmerican.

↓↑SUDDENLY, LAST SUMMER

Last summer my wife and I realized one of our dreams by buying our first boat. We're both new to sailing and are still gradually learning the ropes . . . er, lines.

Our boat is a 21-foot Buccaneer made in the '70s by Bayliner. We've never seen another like her and would like to talk with anybody who has ever sailed one. We have seen the larger models, but never a B210.

We hope someone out there will give us a call.

P.S. Your mag has been a great source of information and just plain fun.

Ross & Carol-Ann
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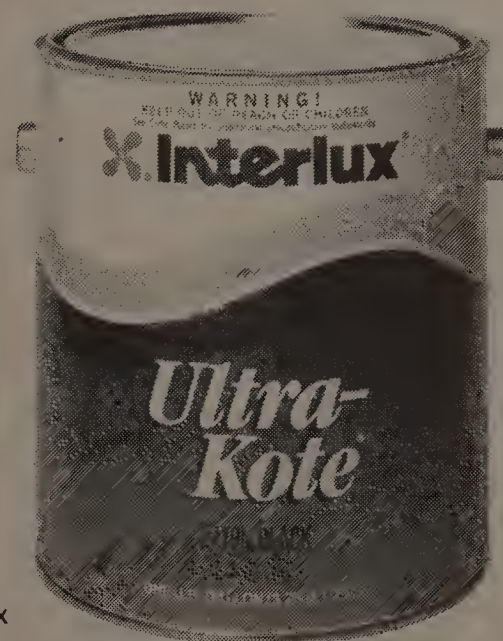
↓↑SMALL BOAT CRUISING ASSOCIATION?

I'm in the middle of a project that will alter the interior of my O'Day 15 from its general purpose, open boat daysailing, to a half-

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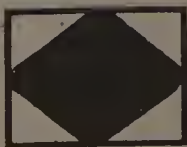
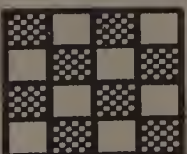
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LETTERS

decked, flat-soled camping cruiser. I soon hope to be poking my boat's bow into the sloughs and rivers around the Bay for overnight and weekend fun.

Some years ago I read about a San Francisco Bay group called the Small Boat Cruising Association. I'd like to converse with any member that still might be around, and with anyone else who has done or wants to do this sort of thing. If you want to chew the fat, call Dennis at (415) 726-3483.

Dennis Kellett
Half Moon Bay

⚡ WATCH WHOSE HAND IS ON YOUR WALLET

It came to pass that it was time to cut the dock lines. We did, and it was good. Hearing the call, 'Go to Mexico', we did, and it too was good. He then sayeth, "Turn left and go to the Sea of Cortez, for thou hast farted around too long and hurricanes abound." We did, and that also was good.

But shit, was it hot! Even so, it, like everything else, was good. We soon found ourselves at Puerto Escondido, a popular hurricane hole. Fortuitously, there were responsible people there who, for a reasonable cost, would love and care for our boat during the hottest months, allowing us to take off and play elsewhere.

Cruisers heading to the Sea of Cortez should know that the chances of leaving your boat in a secure anchorage on your own tackle are rare. The only real option we cruisers have is to leave our boats on Mexican moorings. But they're a joke; trust one and you expose yourself as a fool.

The marinas have the same level of quality control as do the moorings. The people with the boat in the marina in San Carlos lucked out when *Lester* came through — just ask the people in Santa Rosalia. True, there's La Paz, but it's a death trap in a hurricane. Even though the marina owners give you assurances that their marinas will hold up in a hurricane, all have been built since the last one, so nobody really knows what would happen.

Having wrapped my life savings into my boat, you can bet I have some serious ground tackle. I trust it. My personal safety depends on it. Once I saw that *Hou Dey Dave* and *Prelude Terry* — who watch boats for a fee in Puerto Escondido — were just as serious, I knew my boat would do just fine. Despite *Lester*, I was not disappointed.

But somewhere along the line, someone did not like Dave and Terry's boat-watching service, and complained to the Department of Tourism. The net result is that because of complaints and/or collusion with people who want the boat-watching business, cruisers can no longer confidently leave their boats in the Sea of Cortez. The Mexicans have clamped your asshole so tight that you can't even leave your boats for more than five days. Several days ago you couldn't leave at all. Who knows, next month you probably won't be able to leave your boat without letting them keep your first-born as a deposit. It's a very uncomfortable situation.

Whoever started the complaints to Tourism has screwed all of us, especially those of us who wanted the option of leaving our boats in the Sea of Cortez. If you didn't like the service Dave and Terry provided, why did you buy it?

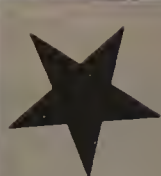
It's hard to know whom to believe. You come down to Mexico wanting to do things right, dotting all the I's and crossing all the t's. But it's not the Mexicans who rip you off, it's the *gringos*. A case in point is the bonding that Marina de La Paz sells. We now find it's only good in La Paz. Fleeced again — but by *gringos*, not Mexicans.

Dave and Terry's operation in Puerto Escondido was an honest one that served a need. You have to wonder what kind of a cruiser would do this to other cruisers? But the people who are really getting screwed are the boatowners up north who are thinking all is well. My advice to all potential cruisers is to watch whose hand is on your wallet. There are plenty of folks who tell you what great people they are at the same time they fleece you. The *Hou Dey/Prelude* operation was one of the few that were honest and came through for cruisers.

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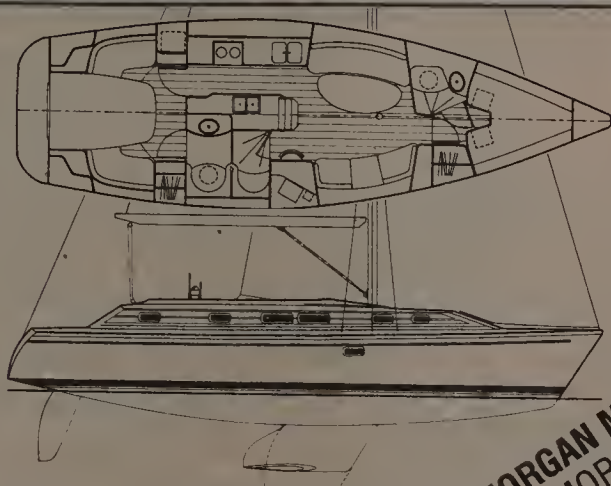
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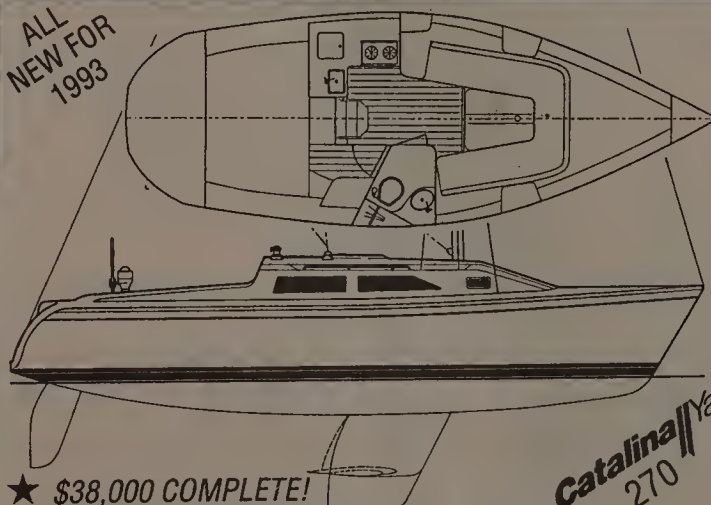
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35' Niagara	'82	69,000	27' Catalina	'82	18,000
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32' Pearson 323	'78	29,500	26' Nonsuch	'89	58,500
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LETTERS

You'll hear other versions of this story in months to come, so beware!

I'll close with a correction on *Latitude's* excellent Lester coverage. There was a huge omission by Joyce of Galadriel. Terry from *Prelude* and Dave from *Hou Dey* worked their asses off that night, as did John on *Malagueña*. They prevented a great deal of damage, even to boats that were not their clients. Joyce, put your personal differences aside and give credit where it's due.

P.S. I'm out of here; this whole deal sucks!

Please consider this letter even though I can't give my name. After all, I do live in Mexico and shit really does roll downhill — especially here.

No Name
Sea of Cortez

N.N. — The case of Terry and Dave notwithstanding, we think you've become unnecessarily hysterical about the situation in the Sea of Cortez. To say that Puerto Escondido is the only place a cruiser can safely leave a boat in the Sea during the summer is simply false.

As anybody who has been through a 'real' hurricane — and Lester at Puerto Escondido didn't really qualify — will tell you, the worst place to have a boat is in a crowded anchorage with lots of untended other boats. In that respect, Puerto Escondido would hardly be an ideal place to try to ride out a serious hurricane.

(You might, incidentally, want to ponder the propriety of an owner leaving a boat untended in any crowded anchorage during hurricane season.)

That the boats at the marina in San Carlos survived without a problem had nothing to do with "luck", as you claim, and everything to do with the fact the marina affords excellent protection from open water. Note that the boats on moorings just outside the marina got creamed.

Comparing the marina in San Carlos to the one at Santa Rosalia, where many boats were damaged, is a disservice to potential Sea of Cortez cruisers who might be looking to you for accurate information. They are entirely different facilities affording entirely different levels of protection. That's obvious from a quick glance at a chart.

La Paz a 'death trap'? Depending on which direction(s) the wind came from, how hard it blew and how crowded the bay was, it could be a great place to hide out or it could be a horrible place. But there are circumstances in which we'd take our chances tied up in one of the marinas.

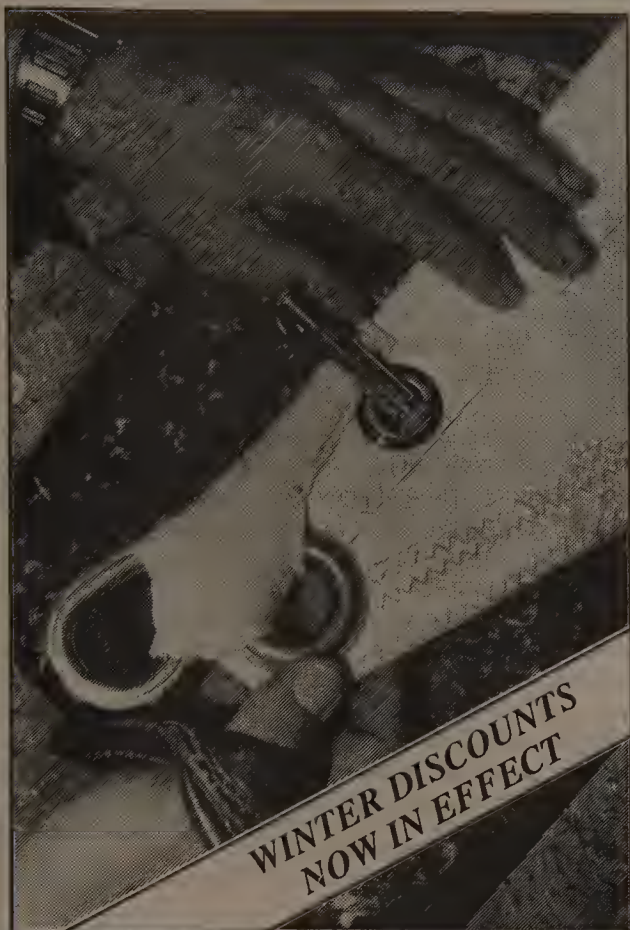
Terry and Dave's operation in Puerto Escondido may have been "honest", but even Terry acknowledges that it wasn't legal. Bonded boats must be in the care of a marina and there is no marina at Puerto Escondido. As such, no boats could legally be left in Puerto Escondido. That, of course, is just the law; when and if it's applied are separate issues. In any event, your slap at Marina de La Paz's 'bonding' was not only irresponsible, it was false.

You and others may have been terribly inconvenienced by the loss of the technically illegal service provided by Terry and Dave. But that's hardly grounds for promulgating a completely inaccurate portrayal of the situation in the Sea of Cortez. We're sympathetic to your inconvenience, but condemn your reckless reaction.

↓↑TERRY AND CREW HAVE CONTRIBUTED GREATLY

T'ain't often that I write to a publication — even when someone insults the type of boat we own. We built our Westsail 32, have lived aboard 16 years and have cruised her for a year and a half. I naturally assume the people who criticized our type of boat are merely ignorant and uninformed. Actually, the reason for this letter is the short blurb you had in *Cruise Notes* about the situation in Puerto Escondido concerning Terry Schultz and Dave McKay.

We have known Terry and Sharon Schultz since 1977, when they were neighbors of ours on 'A' Dock in Dana West Marina. They are two of the most caring people that I have had the pleasure of



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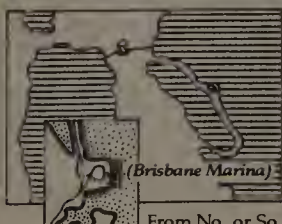
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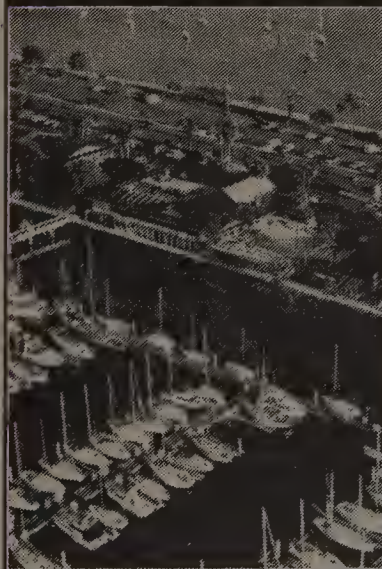


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LETTERS

knowing. When we cruised the Sea of Cortez a few years ago, we were in and out of Puerto Escondido several times. Our observations:

They were very generous in taking people to town to check in and out and to shop, to advise, and, in general, to help out virtually anyone who needed it. At first I was a bit concerned with the number of cruisers who just left their boats completely untended in Puerto Escondido. In truth, they were not completely untended because Terry kept an eye on them and was always ready with extra ground tackle or a pump, and would tow and/or re-anchor a boat when necessary. Part of his motive, surely, was to protect those boats that he was "watching". But his concern went beyond that, as he just likes to help people.

I think that most of what *Latitude* wrote was fair. There isn't any way he and Dave could tend 40 to 70 boats in a hurricane or a *chubasco*, but they would darn well be out there trying. It's the alleging of possible "intimidation" that's really upset me. Intimidation just isn't in Terry's repertoire. He would suggest that some should have their boat watched and that they should clear their plans with the Port Captain; but that's not a threat, it's just good advice.

I can understand reasons #1, 2, 3, and 4 you gave as possibilities, but certainly not #5. Another possible contribution to the situation could be that Mexico is trying to clean up its act and conduct business in a consistent fashion and not as loosely as in the past. In any event, Terry and crew have contributed greatly to the enjoyment of cruising for a lot of yachties; we wish them the best.

Dennis & Karen Klempel
Windelled
San Diego

↑↓ A POSSIBILITY, NOT A REQUIREMENT

Gary handed me two photos. One showed him at the helm at midnight as a rogue wave loomed 40 feet above and behind him. Another showed him turning to see the black, shiny wall. The guy who took the photographs shut the companionway hatch and thus didn't get a photo of happened next, but I was hooked. I decided I wanted to sail around the world.

I didn't know how to accomplish this, but fortunately someone suggested I put an ad in *Latitude 38*. I did just that a year ago December and the response was overwhelming. The most generous skippers read my ad and offered to take me sailing. They taught me to handle the jib, grind in the sheets and reef the main. They always let me steer and sometimes even let me varnish the teak and scrape the paint off the engine.

By August, I knew I wanted more. So I took lessons and two months later I had earned my ASA bareboat certification. Bless you day-sailors of San Francisco Bay. Bless the *Crew Parties* and sailing clubs. And bless *Latitude* for being the catalyst to bring us together.

Now I'm looking for bluewater sailors who travel the seas and search out the exotic in foreign lands. But so far the available cruising sailors I've met want a woman to be their mate — sex implied. It would be idyllic to fall in love with a skipper and sail off with the evening tide, but how do I find the experienced sailors for whom romance is not a *requirement* for crewing, but merely a *possibility*? Someone for whom the adventure of sailing with a joyful, compatible, capable crew is satisfying? I am hopeful that *Latitude 38* can again be the catalyst. Any suggestions?

Nancy J.
San Anselmo

Nancy — If you wear a holster equipped with double cattle prods, skippers should get a crystal clear idea of your intentions. But frankly, our dreadful record in matters of romance disqualifies us from dispensing any advice on personal relationships.

Nonetheless, you're likely to find the best candidates — experienced sailors who are committed to adventure cruising, with or without a mate — at the various cruising crossroads. Some

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April Yachting

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suggestions: Cabo in late December, Z-town in April, Costa Rica's Jungle Club or the Panama Canal in April or May, Cartagena during all of winter, Trinidad during Carnival, Antigua the first week in May, Papeete during June or July and Vilamoura and the Med during September and October. You could also try Auckland in April, Malaysia and Thailand from November to March, and the Canaries in late October and November.

Our theory is that the further out you get, the better your chances of meeting a gentlemen with more on his mind than removing your panties. The good thing is that the cruising community is relatively small and very protective of single women. As such, your personal safety shouldn't be a major issue.

If you really want to do what you say enough to dedicate some time and money, you shouldn't have any problem finding what you're looking for. Remember, 'getting into the loop' is everything. Once you know people on a couple of cruising boats, you as good as know people on a hundred cruising boats.

↓↑ PLANS AND MATERIAL SOURCES

There are three things that have been nagging me. Perhaps some of your readers can provide me with answers.

1) Where can I find plans and material sources for do-it-yourself watermakers? Why a 12-volt, 1.4 gallon per hour watermaker sells for \$1,700 is beyond me. Surely there are reverse osmosis membranes and pumps commercially available. And maybe a lot of us don't need an energy pump.

2) Where can I find plans and material sources for do-it-yourself inverters? Mr. Shockley invented the transistor in about 1956 and solid state device prices have steadily decreased ever since. But inverter prices have gone up in the last 10 years. Why should a 1000-watt inverter cost \$700? I think one can be built for about \$200.

3) Where can I find plans and material resources for a do-it-yourself 115-volt refrigeration system? A good quality 305 cubic foot refrigerator can be bought for \$150. Can they be disassembled and installed for a custom fit? Why should a do-it-yourself system cost \$700? Maybe not all of us need a DC system. I'll bet that 95% of boats, both sail and power, sit plugged into shore power 95% of the time. Perhaps we can do without DC for a short time.

I suspect that 75% of the price of the above items that appear in marine catalogs goes to marketing and profits.

Jim Robinson
San Francisco

Jim — If you know your stuff, you can easily build a computer for a fraction of the cost of what you pay for a 'store bought' one. And the same thing is true with the three marine items you mentioned above.

To test your theory about the 75% of the cost of a marine refrigeration system being "marketing and profits", we suggest you pick up a copy of Nigel Calder's *Refrigeration For Pleasureboats*, and, using the resource list in back, build a refrigeration system for your boat. It's not hard, all kinds of yachts have done it. When you're done, drop us a letter and tell us whether, after calculating all the costs — including \$1/hour for your time — you came out ahead by not buying a commercially available unit. If you've got the knowledge, skill and tools, you should be able to save money — but the vast majority of us wouldn't.

The same is true with watermakers. The concept is elementary: use one of many readily available pumps to force seawater through a Dupont filter. If you can construct reliable models for substantially less money than can be found in the marketplace today, you will have 'built the better mousetrap and the world will beat a path to your door'. But we suggest you don't glue up your day job quite yet.

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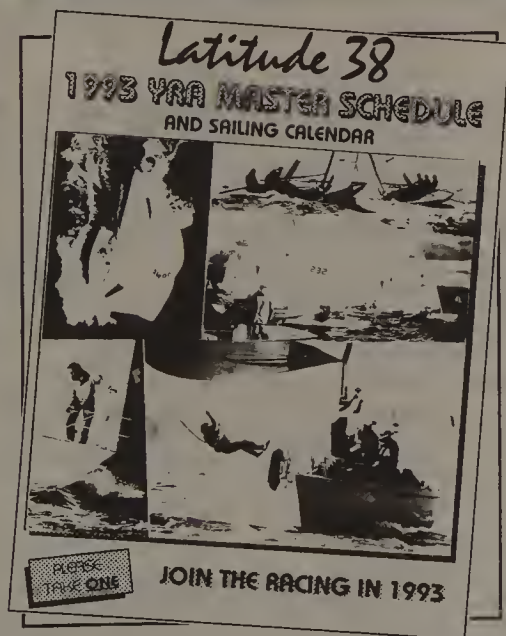
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LOOSE LIPS

Remembering Mike.

Elsewhere in this issue, you'll read more about the loss of American singlehander Mike Plant. During the research into that story, we came across this anecdote that we felt was worth sharing. We agree with the source that, "It shows what kind of a guy Mike was."

You may recall that in the last Globe Challenge ('89-'90), Mike's *Duracell* was disqualified for accepting outside help. Well, this is the rest of the story. He did indeed anchor off remote Camel Island, southwest of New Zealand, to repair a broken lower shroud. But first he wanted to get some much-needed sleep. He'd left his radio on, and after only a little while was jolted awake by the warning, "I don't think you should be where you are."

Mike jumped topside to discover a gale had blown up. *Duracell* had dragged two anchors almost a mile and was lightly aground on a sandbar. Mike had thought the island, an old whaling station, was deserted, but now found its only inhabitants, four meteorologists, putting out in their little wherry. Still exhausted, Plant gladly accepted the offer of a pull off the sandbar. And here comes the ironic part — the little 8 hp outboard on the scientists' boat couldn't do it! Mike cast them off and sailed the boat off the bar himself, reanchoring in a safer spot.

He then joined them for dinner — and a lot of beer — and explained his quandry. The Kiwis swore they wouldn't tell anybody, but Plant couldn't stand the thought of deception. He radioed the race committee the next day and reported the incident. And he was immediately disqualified. He went on to complete the race nevertheless.

Mark your charts.

Last month we reported on the end of Moore's Reef at their old Santa Cruz location. This month, we'll give you the information on the new Reef. It's located at 143 Grove Street in Watsonville, phone (408) 763-0196.

Boat in a Box.

After a record-breaking trans-Pacific voyage, then an Australia and Papua, New Guinea, cruise, the *Yanmar Balteck Endeavour* wanted to get home to San Francisco. How does one get a 43 by 19-foot cruising multihull home? Just shove it into a box and ship it.

The box in this case was a standard 8 by 40-foot container. Step one (the easy part): remove the floats, cross arms, all rigging, radar arch, outboard engines, etc. Step two: open the box and push, shove, twist, shout and get the damn thing stuck halfway in. The Australian laborers quit and said, "Your problem, mate."

It looked like a giant boa constrictor trying to eat something bigger than itself, and ending up in an awkward stalemate. The designer's computer made it look so easy. It never indicated a problem like this one.

When rough, tough handling doesn't work, use gentleness, persuasion, love, caring — do something nice for her. After a polite withdrawal, the container received minor surgery to loosen up. The boat was thoroughly indulged with a face lift, including a nose job, ear job, a trim off the top a fanny tuck and a rub down. *Endeavour* was looking good, the box was getting hot in the tropical sun and we were all anxious and ready to practice safe boating.

First, the boat had to put on its protection, a very large, thin and flexible membrane, then lots of lubricant. Finally, the moment of long-awaited anticipation: the insertion. Slow, easy, gently, but persistent. The workmen spoke reassuringly, the container groaned softly and with one last thrust, *Endeavour* was in. Ah, ecstasy. "She's tight, mate," the workers said and left to smoke cigarettes, have a beer and brag at the pub. I was completely satisfied and exhausted.

The final fit was 1/3-inch clearance on each side, and none at the bow. Temporary stitches were used to close the container's surgery, followed by a month on truck, rail and ship to San Francisco.

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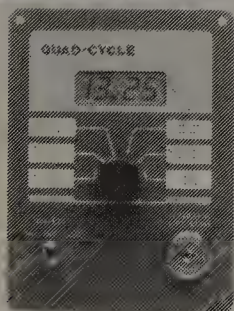
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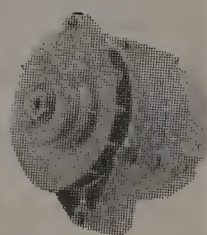


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LOOSE LIPS

Nelson's Marine was given the job of withdrawing the boat from the box. As usual, it was much easier pulling it out than shoving it in.

We also found that the protection didn't totally protect. A month's



'Yanmar Balteck Endeavour' — it hardly even fits on the page!

worth of rocking and rolling was too much, or the boat was too big. Once out, *Endeavour* just lay in the yard and didn't do much for two months. Then, partially assembled and launched as a very tippy proa, the boat proceeded home to Pier 39, that special look of contentment still intact.

— *steve shidler*

Readers — When Steve isn't out setting records on the Yanmar diesel outboard-powered Endeavour he's crewing aboard racing mono and multihulls on local Bay and ocean races. The former owner of the racing catamaran Wind Warrior plans to radically modify Endeavour over the next few months, double the horsepower, double the sail area and test hydrofoil assistance. He'll also, presumably, seek gratification in more conventional ways.

"It's not easy being green" — Kermit the Frog.

Used to be that green was the last thing you wanted in your breadbox, the first thing you wanted in your pocket, and the one thing you didn't want to start feeling when going to sea. But green in the '90s has attained respectable, if not exalted, status. These days, if you ain't green — as in environmentally conscious — you ain't squat, pal.

The latest to jump on the greenwagon is Edson International, the folks who brought the boating world steering pedestals, diaphragm pumps and other products.

Edson has announced the formation of the 'Green Team', a marine industry-wide program aimed at promoting environmental awareness, particularly in the area of boat waste disposal. Edson brochures on proper waste management are being distributed through participating 'Green Team' companies, which currently include Catalina Yachts, *SAIL* magazine, *Island Packet* and the Cruising Club of America.

If you're really that interested. . .

The Draft Environmental Impact Statement for San Francisco Deep Water Dredged Material Disposal Site Designation is now out and available for public inspection at most of the larger public libraries around the Bay. And bring a lunch — the massive study is as hefty as a telephone book (you think we're kidding?) and contains such language as "Mapped distribution of Ripples and Scour Lag Deposits (High Kinetic Energy Bottoms) and Sediments Dominated by Biogenic Features (Low Kinetic Energy Bottoms)". Yeah, we knew that. The bibliography alone is 35 pages long. Comments on the study must be received by the U.S. Environmental Protection Agency no later than January 25. Good luck, Mr. Phelps.



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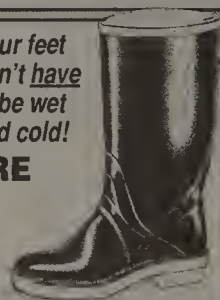
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great american II poised for takeoff

On January 11, Rich Wilson and Bill Biewenga will sail the 53-ft trimaran *Great American II* out the Golden Gate and point her bows toward Cape Horn. It will be the first 'leg' of a nonstop voyage back to Boston; a trip they hope will break one of the last great clipper ship records. In 1853, the *Northern Light* made the 14,000-mile journey in 76 days, 8 hours.

Paradoxically, the overwhelming emotion Wilson is likely to experience as the Bay Area drops astern is not anxiety, but relief. In many ways, the actual sailing is the easy part of the trip. The hard part has been criss-crossing the country for the past 18 months organizing the shoreside part of the program and drumming up support for the project.

Regular readers may remember Wilson. Back in October of 1989, he and Steve Pettengill departed the Bay on the first *Great American* for an attempt at the same record. Everything went fine until they got in the vicinity of the Horn. Then disaster struck: the boat was capsized by huge seas. An hour later, it was wrenched upright, full of water and minus the rig. After 14 hours aboard the disabled boat in hellacious weather, Rich and Steve were rescued by a container ship, wearing little more than the clothes on their backs.

Great American (a Shuttleworth design launched in 1982 as *Travacrest Seaway*) stayed afloat, eventually to round the Horn all by herself. The boat finally came ashore on South Georgia Island, about 2,000 miles east of the Horn. Her remains — amazingly intact considering the beating she took along the rocky shore — were discovered on a remote part of the island in December of 1990.

The 'new' *Great American II* is a Nigel Irons design, built in France in 1990. As *Dupon Duran II*, the boat has accounted well for herself in the last two years under a French owner. Three trans-Atlantic races have proven the boat more than capable of the task currently before her. Rich got hold of the boat after the most recent Europe One-Star (formerly CSTAR, formerly OSTAR) singlehanded Trans-Atlantic race, which ended in Newport, Rhode Island.

At 53 feet in length, 45-foot beam and 11,000 pounds, *Great American II* is 7 feet shorter, 5 feet wider and about 1/3 lighter than her predecessor. She is also a much different-feeling boat, says Wilson.

"The first *Great American* was a really good sea boat," says Rich. "It was big and heavy and felt like it — almost like a monohull with pontoons. Very smooth. But when it got up around 14 or 15 knots, that was pretty much it if any kind of a sea was running. If you pushed any more, the leeward hull would disappear and everything got real wet."

Great American II, on the other hand, behaves more like the hot-rod multihull she is, says Rich: light and nimble. Unlike most, the boat is surprisingly dry even when driving through the heavy stuff. Despite less sail area up forward, *GA II* is also a significantly faster boat. Without doing much more than putting on the new name, Wilson, Biewenga and alternating members of their support team (which include veteran multimen Ed Sisk, Walter Green and Bud Southerland) jumped aboard and sailed the boat from Boston to San Francisco on her own bottoms. And the first leg of that trip made them very happy. They made it from Boston to Panama in only 11 days!

As for the trip from Panama to San Francisco, "It was terrible!" says Bill. "We had to stop four times — for fuel. We motored almost four weeks straight!" The boat arrived here December 11 and will be docked at Schoonmaker Marina in Sausalito until departure.

As before, there is more to the 'Northern Light Challenge' than just two guys trying to break an old record. As mentioned, the 18 months of legwork was a two-pronged effort — to secure sponsorship, and to set up an 'interactive network' of schools, newspapers, radio stations and other forums to take sailing into the classrooms and living rooms in a way it had never been before. Wilson's vision of 'the next logical step' for the sport, if you will.

"Despite having the last program cut short, we learned an amazing amount from it," says Wilson, who among many other pursuits has been a math teacher, presidential speech writer and division winner in the CSTAR. "The most promising thing was that the kids loved it."

To Wilson, that is perhaps the single most important cog of the rather complex machine that will be put in motion come January 11. Specifically, the 'Student Ocean Challenge' is an organization of 700 teachers across the country who can use various aspects of *Great America II*'s voyage to teach

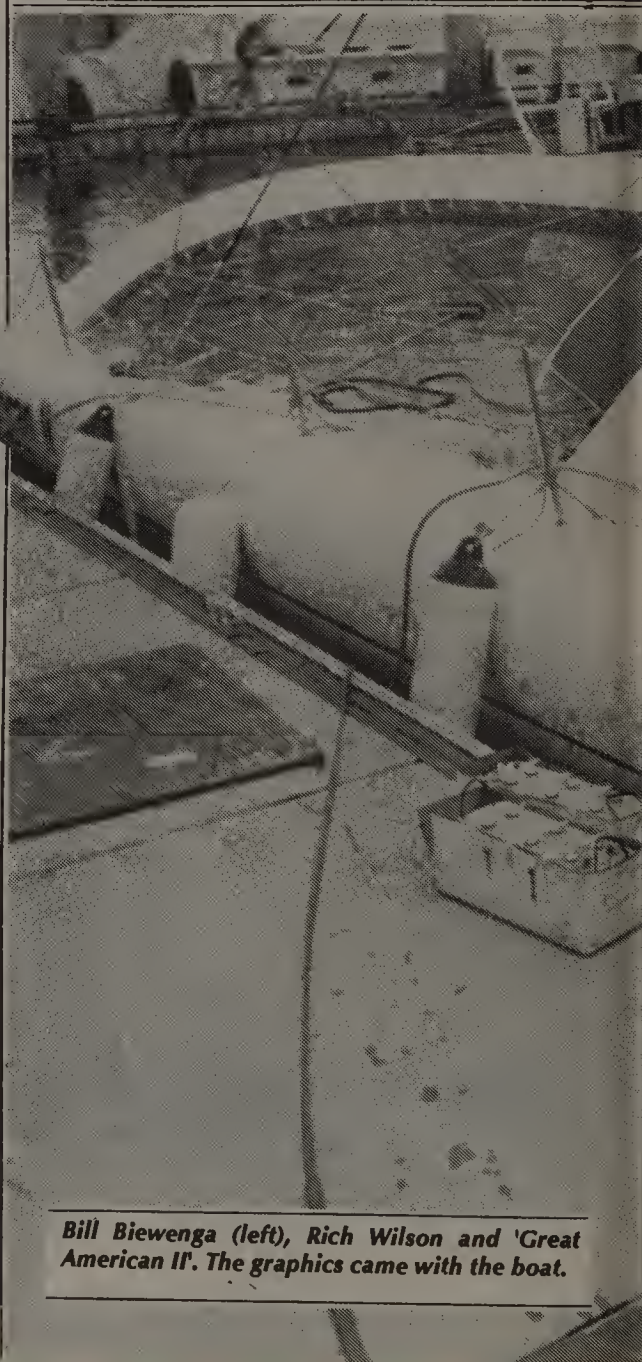
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best names

Please don't take this the wrong way, but we've felt for a long time that there ought to be some sort of moratorium against new boat names using the words 'sun', 'wind' and 'sea' or any conjugation of the verb 'dance'. Enough is enough already! Sometimes we think if we see one more new boat named with the 'forbidden four', we'll do something we'll really regret later with a belt sander.

Then along comes this Fax from BOAT/US, claiming that *Serenity* is "the most popular name for a boat this year". This according to the BOAT/US graphics department, which produces boat lettering and logos for the association's 425,000 members and keeps records of the most requested names each year. Rounding out their top five are *Wave Runner*, *Sea Dancer*, *Liquid Asset* and *Obsession*.

Now with all the political mumbo jumbo going on these days, maybe we're just a little



Bill Biewenga (left), Rich Wilson and 'Great American II'. The graphics came with the boat.

of '92

overly sensitive. But with all due respect to BOAT/US, wouldn't it be more accurate to say *Serenity* was the 'most requested boat name from the BOAT/US graphics department this year', rather than 'the most popular name of 1992'? What about all the boats with painted-on names, all the non-member boats, or all the ones named before BOAT/US had a graphics department? Besides, how many *Obsessions* do you have on your dock?

Our personal favorite sailboat names for 1992 include a slightly more eclectic bunch: *F_ktheNavy*, *Guneukitschek*, *Hunk-A-Schmidt* (another boat owned by a fellow of the same name was nicknamed 'Schmidt Happens' after it hit the Long Beach breakwater), *Gln and Vermouth* (which belongs to Jim Martini), *Convicts on Vacation*, *Morning Sickness*, *Spaceman Spiff*, *Animal Eye*

continued middle of next sightings page

great american II — cont'd

marine biology, geography, environmental awareness, astronomy and so on through weekly satellite reports from Wilson and Biewenga. In turn, the sailors will address half a dozen questions a week from kids ranging from the elementary grades to junior high school. "It's as close as we can get right now to taking the kids with us," says Rich.

The kids are also the reason world-class sailor Bill Biewenga signed on as co-skipper. "Sailing's been good to me," says the singlehanded trans-Atlantic (*Thursday's Child*) and three-time Whitbread veteran (*Flyer* in '81-'82, *Drum* in '85-86 and the '89-'90 race aboard both *The Card* and *Charles Jourdan*). "I thought it was time I gave something back."

Another facet of the education program are the weekly 'Newspapers in Education' reports. At this writing, about two dozen major newspapers across the country, including the *Chronicle*, will 'air' these quarter page spots every week. Included will be an article on the progress of the trip, a simple chart, a quiz — and space to list sponsors.

"It's a win-win for everybody," says Wilson. "Kids and adults can follow the trip easily, teachers can integrate the reports into their programs, and the newspapers perform a community service, while at the same time cultivating future readers. For us, it's guaranteed exposure for sponsors."

Yet another part of the program benefits the American Lung Association.

continued outside column of next sightings page



great american II — cont'd

A longtime asthma sufferer — and four-time Boston marathoner — Wilson has won several awards from ALA for serving as a role model for other asthma sufferers.

(With communication integral to so many phases of the project, the boat is loaded down with radios and generation equipment, all with backups upon backups. Main communication will be through Single Sideband and the 'Standard C' satellite network. The latter works similarly to a computer modem, with instantaneous communication possible between two keyboards almost anywhere in the world.)

We at *Latitude* like this project a lot. It's something different and worthwhile. We encourage readers to support Rich, Bill and their team by coming out to give *Great American II* a proper San Francisco sendoff at her January 11 'start' off Pier 39 — even though that is a Monday. You can also support them by calling (900) 820-BOAT for trip updates and information radioed in regularly from the boat. The 95 cents a minute for these calls will be divided evenly between the ALA, the various education programs and the boat fund.

catting around

Mal Jenderson and Michael Katz have this thing about, er, cats: they like each other's. No, no, this is not some refugee column from the *Penthouse* 'Forum'. The cats we're talking about here are catboats, specifically Mike's Wylie 39 *Sabra* and Mal's Nonsuch 36 *Fast Lucy*. Seems Mike, who is a doctor, has owned three catboats in about the last 10 years — and Mal, who is a dentist, has bought two of them.

The boat that started this odd trend was an old Nonsuch 30 named *Cat Tails* that Katz found in a field in his former homestate, Minnesota. "There were literally cows and sheep grazing around it," he says. But the boat had a definite appeal. Having suffered a mild stroke, Mike was looking for a boat that was easy to sail, and he found her in *Cat Tails*. When he moved out west, the boat came, too. "It was one of the first catboats on the Bay," he says.

When it came time to sell back in '88 or '89, who should come along but Mal Jenderson. Mal had owned a wide array of boats in his 30 years of sailing, including an H-28, Aries 32 and Islander 36. Now he, too, was looking for a simpler boat. And he, too, found it in *Cat Tails*.

Meanwhile, Katz had taken delivery of *Fast Lucy*, which was then the only 36 around. The two men had also struck up a friendship, and Mal sometimes crewed for Mike in local races. When they were sailing separately, it was another matter. Mal tells of a couple of times near Alcatraz when he was 'ambushed' by *Fast Lucy*. He'd be sailing along, minding his own business when *Fast Lucy* would sail up behind, and Mike would pull out a bullhorn and start shouting sailing instructions over the water. "You're doing this wrong, or that wrong" — everyone within a quarter mile could hear it," laughs Mal.

Last year, Mike moved up again — to another catboat, of course. The Wylie 39, larger sibling to the Wylie 30, is the first of a new generation of performance catboats designed by Tom Wylie. Rather than the more cobby traditional catboat hull, the Wylie boats feature sleek hulls and fin keels — but with the ease of the cat rig: mast stepped far forward and the large solo mainsail. "The ultimate lazy man's sailboat," Mike calls it.

And when *Fast Lucy* went on the market, well, it was probably no coincidence that Mal Jenderson just happened to be in the market for a bigger boat himself. . .

Yes, Mal is now the proud owner of *Fast Lucy*. And as you see here, with a new Pineapple main, he has her looking good and sailing fast. "This boat is big, easy to sail and hard to screw up," exults Mal, who is on the faculty at UC Medical Center. "I can sail it myself or take along a bunch of my students. The cockpit's huge."

Talk about a win-win situation. Mal and Mike still sail together occasionally on *Sabra*, during which time Katz assures Jenderson that "I'm taking good care of this one for you." And the other day, while Katz was sailing some friends around on *Sabra*, *Fast Lucy* appeared out of nowhere. While sailing

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best names

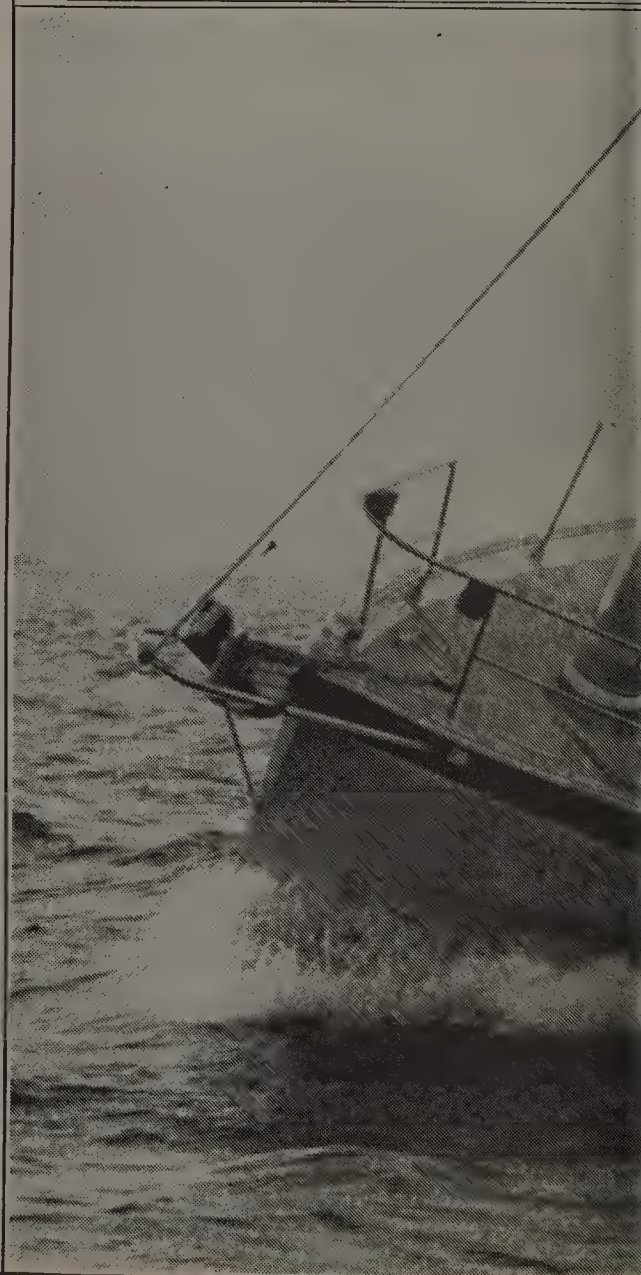
(counterpoint to 'Hawkfarm' if you know the history of the boats) and, from the ever-dependable J/24 fleet, *Ice Nine*, *Bedroom Fracture*, *Poultry in Motion* and *Small Flying Patio Furniture*.

occ lecture

Orange Coast College's Sailing Adventure Series continues to be the benchmark against which all other film/lecture series must be judged. Originated by OCC's Walt Gleckler in the mid 1970s, the lecture series has featured such sailing luminaries as Lynn and Larry Pardey, John Guzzwell, Bruce Bingham, Tristan Jones, Tania Aebi, Robin Lee Graham and Tom Blackaller. Here's the rundown for the 1993 Series.

Waterways — Our Nautical Heritage

Richard Bristol (Ventura, 1/6; Costa Mesa, 1/8-9))



— cont'd

In our humble estimation, names like that make life worth living. . . and steel us for the day when we finally come face to face with the ultimate horror, *Sunwind Sea Dancer*. Aaaahhhhhhhhhhh!

series

Captain Richard Bristol spent three years exploring some 25,000 miles of North America's inland waterways aboard his 60-ft motoryacht *Driftwood*, cruising from Nova Scotia to the Great Lakes to America's heartland, and on through Florida, Texas and the Western Gulf. He then provided the nautical expertise during the filming of the TV series *On the Waterways*. "Bristol's beautiful slides and salty commentary provide for outstanding entertainment," says the press release.

Sailing Through the Iron Curtain

continued middle of next sightings page

catting around — cont'd

alongside, Mal pulled out a bullhorn of his own and proceeded to point out all the things they were doing wrong on the other boat for everyone around to hear.

chris benedict — hates the cucumbers, loves the sailing

It used to be that people came to California to live out their dreams in the land of sun and opportunity. The recent vicissitudes of the state's economy have caused some to reconsider that move. And then there are some who moved out a long time ago, like dinghy designer and boatbuilder Chris Benedict, who left the Bay Area in 1983 to settle in England.

A leading member of the Alameda boatbuilding mafia during the 1970s and early 1980s, Chris, now 41, has parlayed his considerable talents into a successful business for himself. Recently, for example, he won the design competition for the Royal Yachting Association's official intermediate youth training dinghy. He also coached the country's Olympic 470 entrants at the recent Olympic Games. (They finished sixth overall.)

Although it's been almost a decade since Chris pulled up stakes and headed east, many Bay Area sailors may still remember him. Physically, he is certainly hard to forget — 6'7" tall, thin, with a thick beard and hands the size

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LATITUDE/RICHARD

chris benedict — cont'd

of the TransAmerica building, Chris exudes a quiet, firm presence that sometimes borders on what he himself admits as shyness. On the water, whether he was sailing his father's Bird boat or hanging from the wire of his favorite

International 14, he was a talented sailor who won more than his fair share of races, including the 1972 Fireball Nationals. He also built beautiful boats, the most memorable in our minds being the wood decked 505 he put together for Peter Szasz at his shop in Alameda back around 1980.

The International 14 has been Chris's real proving ground, though, and was the initial reason that he went to England. In 1983 he took a second at the 14 Worlds in the UK and was asked to design and build a fiberglass version for a local boatbuilder. One thing led to the next and Chris met and eventually married Naomi Stanford. The two now live in a flat in Hertford, a northern suburb of London.

Chris continued his design and development work with the 14s, and from 1983 to 1991 his boats took first or second in every world championship. He also helped develop boats in other classes, such as the Fireball, Flying Junior, 505, Flying Dutchman and Flying Fifteen, with world, US and British championships to show for his efforts. Most recently he's been working on the youth training dinghy. One of 11 designs seriously considered by the RYA, Chris's 405 (13' 3½") two-person sloop won the selection. Starting this winter, the 405 will be part of the RYA's Youth Race Training program. The boat is in production under the auspices of Hobie Cat UK Ltd.

"The 405 project is moving forward at an uncontrollable pace," Chris says. "We now have boats in Denmark, Germany, Holland, France and England. Over the winter, the boat will be on the Hobie Cat stands at boat shows in Hamburg, Paris, Barcelona, London, Dusseldorf, and maybe Berlin . . .

All this and production only started in

September. Most of the time I'm so tired that it's not much fun, but on the weekends, when I see 13-year-old kids sailing a really quick trapeze spinnaker dinghy, and loving it, it keeps me going."

Travel, of which Chris is not particularly fond, has become a big part of his life. In 1992, he spent about 18 weeks on the road and visited eight countries. His favorite is Holland, where the folks are "neat and tidy and seem to work hard to make things run well." He also likes the Mediterranean countries in the summer "when the fruits and vegetables are in season and fresh and ripe. It reminds me of California in the '50s."

One of the main reasons Chris has stayed in England — besides Naomi, of course — was to be in a country where dinghy racing is popular. People in the UK and in Europe tend to race small boats because they enjoy it and not because they are forced to do so because of economics. He notes that Princess Margaret is president of the RYA and that she and most of her family are competent dinghy sailors. "In some ways that may make the sport seem to be more elitist, but then there are also millions of people sailing here who are at the opposite end of the social scale," he says.

Still, there are things to which he cannot get accustomed, like milk in tea, cucumbers in everything and butter on sandwiches. Also, he misses the Pacific Ocean, and hopes to come back and sail on it some time soon.

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Chris Benedict.

occ series

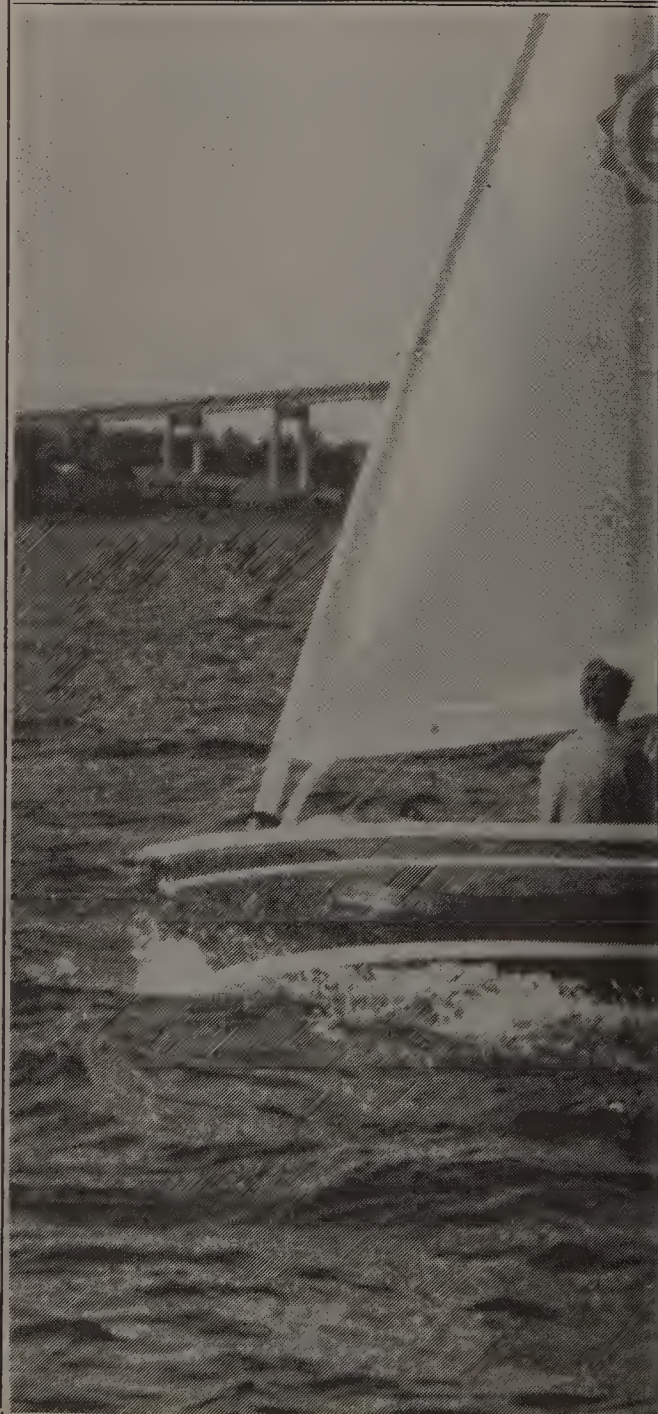
Bud Warden (Ventura, 1/13, Costa Mesa, 1/15-16)

In 1988 Bud Warden's Shannon 38 *Departure II* became the first American yacht to breach the iron curtain. He sailed from Denmark, around Sweden and via the Gulf of Finland to Leningrad, in what was then the Soviet Union. Bud's presentation will detail his reception in the USSR, his opportunity to sail with Soviet crewmembers and his ongoing voyaging since.

The Caribbean's Forgotten Coast

Freya Rauscher (Ventura, 1/20; Costa Mesa, 1/22-23)

Until recently, the northwest Caribbean was frequently passed by by cruising sailors. With her new book, *Cruising Guide to Belize and Mexico's Caribbean Coast*, Freya Rau-



— cont'd

scher is destined to change that. A middle school science teacher from Florida, Freya documented the outstanding cruising opportunities of this area while on a voyage with her husband Tom aboard their homebuilt 33-ft sloop *La Gaviota*. Her slide show, which includes underwater and aerial shots, covers over 300 islands and 450 miles of pristine coastline.

I Could Have Been a Sailor

Glenn Yarbrough (Ventura, 1/27; Costa Mesa, 1/29-30)

Old timers may best remember Glenn as the lead singer of the Limelighters when they made that great '60s hit, *Baby, the Rain Must Fall*. Well, one of the reasons most of you have not heard much from Glenn since

continued middle of next sightings page

chris benedict — cont'd

For anyone who wants to get in touch with Chris or find out about any of his dinghy projects, he can be reached at 16 Copperwood, Hertford, SG13 7HZ, England. Phone/fax: 011-44-992-500411 or 011-44-992-470140.

— shimon van collie

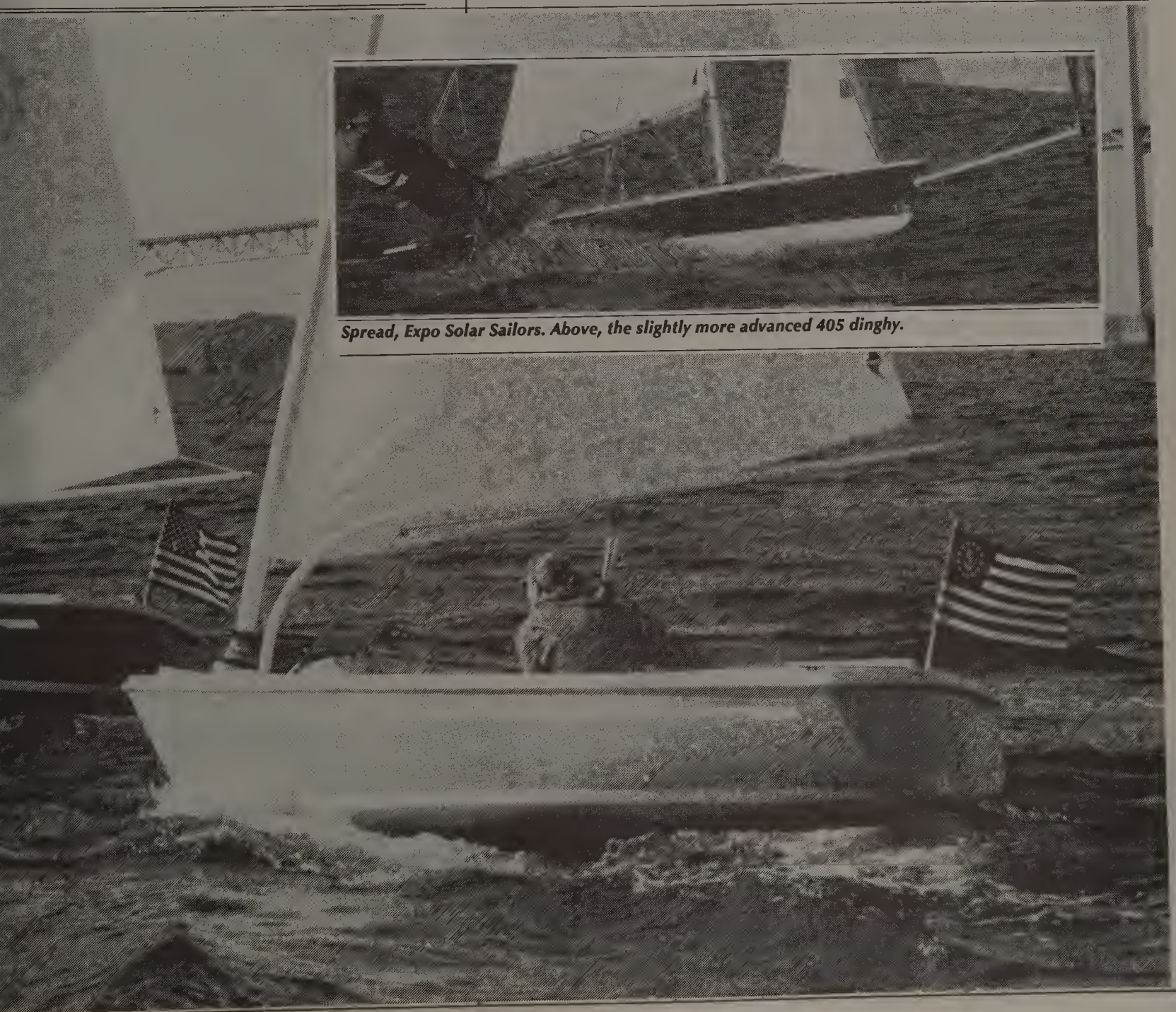
and talking about training dinghies . . .

Over on this side of the pond, entry-level boats — *real* entry level boats designed specifically for learning to sail — have been slim pickin's. One of the latest attempts to remedy this is the 13½-ft Expo Solar Sailer, which was unveiled at the fall boat shows back east. Designed by the team of Ted Hood, Garry Hoyt and Everett Pearson, the Expo employs a number of unique features that enable the designers to promise that "anyone can solo this boat with one or two hours of instruction." Among the nifty features for the barely initiated: extreme stability, a boom high enough to clear everybody who's sitting down, a nifty 'color coded' wind indicator that simplifies sail trim for beginners, and a mast-furling sail that can be furled or reefed in less than five seconds. True to its name, there's even a little electric motor aboard charged

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Spread, Expo Solar Sailors. Above, the slightly more advanced 405 dinghy.



dinghies — cont'd

by a solar-charged battery. The noiseless, non-polluting thrust is said to 'eliminate the trauma of departing docks under sail'.

Tillotson-Pearson of Newport (RI) will build the boat, which will retail through selected dealers for a not insignificant \$6,110. Special fleet discounts are available to sailing schools and yacht clubs, however. For more information, phone Newport R&D, Inc., at (401) 849-3997.

getting the lead out

Lately, you've doubtless noticed an increase in publicity about the dangers of lead in our environment. In December, several articles appeared in Bay

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occ series

is that 20 years ago, at the height of his success, he sailed off into the sunset. "Singing is important," he says, "but sailing keeps me sane." Some 40,000 miles of bluewater wandering have dictated that his new boat, an Ed Monk design, will be 34 feet, engineless and junk rigged. If that alone ain't fodder for an interesting lecture, we don't know what is, but Glenn may also even do a song or two from his new album, *I Could Have Been A Sailor*.

Locations for the seminars are Orange



— cont'd

Coast College in Costa Mesa and Ventura College in, whatdya know, Ventural Admission is \$8.50 per lecture for advanced tickets, or \$10 at the door; or \$29 advanced for all four lectures, or \$35 at the door. To order, or for more information on the OCC weekend lectures, call Walt Gleckler at (714) 432-5880. For more on the Wednesday evening Ventura lectures, call Community Services at Ventura College, (805) 654-6459.



LATITUDE/JR

lead — cont'd

Area newspapers. This January, the federal government will initiate a national campaign to inform the public about the hazards that exist in water, soil, food containers, water pipes, ceramic dishes, etc. Lead is ubiquitous.

The goal of the campaign is to educate the public about this potentially harmful chemical: where lead is most commonly found, what we can do to evaluate our exposure, and how we can remove lead from our lives and bodies as much as possible.

So what does any of this have to do with boaters? On the surface of it, not much. For example, it can hardly be news to anybody that bottom paint is full of toxic compounds. But how many owners of older boats have considered whether or not their metal water tanks were constructed with lead solder as a joint sealant? It's highly unlikely the national campaign will address this issue, so consider this short article a 'marine addendum' to the main topic at hand.

In September of 1992, I was assigned to coordinate the Childhood Blood Lead Screening Program for the Health Department in San Francisco. I learned a lot about the dangers of lead in the home and environment. Shortly thereafter, I also learned that the water tank in my boat, which I have lived on for 10 years, was constructed of steel with lead-soldered seams. The alarm bells began to ring immediately!

I proceeded to evaluate my exposure. My suspicions were confirmed by having a sample of water in the suspect tank tested by a State-certified laboratory. The water was 666 times higher in lead content than what is considered safe by the federal government. The results were so high that the lab director felt obligated to call me personally and make certain I understood the potential risk. I was able to assure him that I knew, with ever-increasing clarity, what was happening.

I then arranged to have my blood lead level checked by my doctor. Even though I had not been consuming much water from my tank for three or four months, the test results were high. My blood lead level was twice what is considered normal for an adult in nationwide studies.

As a bachelor, I eat out frequently. I estimate my intake of water from the tank to be only 60 to 120 fluid ounces per week. Basically, my on-board use is limited to daily tooth brushing and Cup O' Soup or hot chocolate several times a week. So the lead level in my blood, although higher than normal, may not accurately reflect just how contaminated the water in my on-board tank was. I shiver to think about what my blood lead levels may have been when I was using the tank more consistently.

Consider a liveaboard couple or family, cooking on their boat every day. They would have a much higher rate of daily water consumption — and therefore higher levels of lead. Even the weekend boater is not immune. The longer the water sits in a solder-lined tank, the more lead leaches into it and the higher the concentration the next time someone takes a drink.

Who is at greatest risk from this exposure? Children are particularly susceptible to injury from the toxic effects of high blood lead levels. Evidence indicates that a blood level as low as 10 micrograms of lead per deciliter can cause a wide range of behavioral and growth problems in children 6 months to 6 years of age. Chronic exposure to low levels of lead is currently a major focus of study, as it may cause more problems than previously understood. Adults, other than pregnant women, can tolerate higher levels.

Lead exposure is a very complicated topic. The rate of absorption varies for children and adults. Children and pregnant women can absorb as much as 50% of the lead in a given amount of water, compared to a nonpregnant adult rate of about 10 to 15%. Keep in mind that the sources of lead poisoning for an individual may be multiple. The paint in a home — or boat — may be high in lead. The plumbing in a home may be leaching lead into tap water. The working parents in a household may bring lead dust home from work on their clothing. Parents of children under 6 should consider all the potential sources of lead poisoning for their children.

So what should you do if you own an older boat? Check your water tanks. If you suspect their construction included lead solder, have the water tested. If a high lead level in your water is found, stop using the water in the tank. Use jugs of water until you can replace the tank with stainless or plastic, or until you install a high-quality filtration system. If you have children, have them

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lead — cont'd

tested along with the adults for blood lead levels.

There is currently no source of information on lead that is aimed specifically at boat owners. For more general information, including how to have your water tested, call the national information hot line (800) FYI-LEAD 24 hours a day or the Environmental Protection Agency's Lead Poisoning Hot Line, (415) 744-1086.

— tom hoynes

mike plant — epilogue

Memorial services were held in December for solo sailor Mike Plant. The 42-year-old Minnesota native was lost at sea in November when the keel bulb fell off his new 60-ft sloop *Coyote* about 450 miles NNE of the Azores, causing the boat to capsize the boat. Mike was on his way to France to compete in his fourth singlehanded around the world race, the *Vendee Globe Challenge*.

As outlined in *Sightings* last month, the tragedy of Mike Plant was that a series of small glitches snowballed into several large ones, each compounding the one that came before. First, a few days out of New York, all his power went out. He relayed the news to a passing freighter on October 21. Then, on the 27th, his EPIRB was activated, but went silent before anyone got a fix. Since he hadn't registered it, no one knew the transmission had come from *Coyote* until about two weeks later. Then, when a search was finally launched, it was concentrated in the wrong area — about a thousand miles from where the boat was eventually found. On the day a second search in the correct area was to begin — one full month after Plant's last live radio contact — *Coyote* was spotted by a tanker, belly up and missing her keel bulb. A search of the boat by French divers in very rough weather at the end of November revealed what everyone feared — Plant was not aboard, but his "partially deployed" liferaft and other survival gear were.

In December, we called David Stevens in Newport, Rhode Island. We wanted to tie up the loose ends of this story for the many west coasters who had followed it so closely, and David seemed like the best source. As well as being a personal friend of Plant's, he is a professional journalist who was in the process of writing a biography of Mike. He is also the one who made the crucial EPIRB connection that got the search rolling.

First of all, the information on Plant's EPIRB transmissions that we published last month wasn't quite accurate. Here's what really happened.

A 406 EPIRB transmits its signature beacon in half-second bursts every 55 seconds. Just before satellite NOAA 9 slipped below the horizon on October 27, it picked up three such bursts from Plant's EPIRB, and relayed them to a SARTSAT station in Canada. NOAA equipment in Alaska also picked up two of the bursts. Neither transmission lasted long enough to obtain a reliable position fix — or so those organizations said initially. When the next satellite came into position, *Coyote's* EPIRB was no longer transmitting.

Compounding the problem was that nobody knew it was Mike Plant's EPIRB. The beauty of the new 406 EPIRBs is that they emit an electronic 'fingerprint' that is unique to each unit. New owners are supposed to fill out an information sheet and send it to NOAA at the time of purchase. That way, if the EPIRB ever goes off, officials will know immediately what and who they're looking for. Mike Plant had not registered his unit. So all the Canadians and NOAA had was a serial number of an EPIRB and an incomplete fix — and no way of tracing either one.

"When Mike went way beyond overdue, I started trying to trace his route from the time he talked to the ship on the 21st," says Stevens. One of the first calls was to the Canadian Coast Guard to inquire about vessel traffic in and around the Grand Banks near *Coyote's* intended track. What David hoped was that another ship might have spotted Plant. What he feared was that another ship might have run him over — which would explain the short duration of the EPIRB signal. Near the end of the conversation, he offhandedly asked if they had had any unidentified EPIRB hits in the past couple weeks. As a matter of fact, they said, they had.

Stevens was able to obtain the serial number of the Raytheon unit aboard *Coyote*, and to his dismay, the number matched both the Canadian and Alaskan signals.

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new ad campaign

There hasn't been a phenomenon like it since Elvis' swiveling hips were censored from TV; since Tom Jones' weren't; since Mel Gibson beared his tush in *Lethal Weapon*.

But it's true. The new heartthrob of Europe appears to be this handsome devil shown hawking decaf coffee in ads and billboards all over Italy. And the infatuation is sweeping across the Atlantic, as evidenced by this lovely Marin lass bubbling over her coveted (and reportedly high-priced) back page ad from a Rome newspaper.

Wait a minute. . . . That face looks familiar. Could it possibly be Bay Area prodigal-son-turned-Italian-sailing-superstar, Paul 'dreamboat' Cayard . . . ?

Naaahhhhh.

tole mour returns

The 123-ft topsail schooner and hospital ship *Tole Mour* ended its four-year stint serving the outer atolls of the Marshall Islands in December. Starting in January, the five-year-old vessel will be based in Honolulu, where it will be used by its owner, the Marimed Foundation, as a sail training vessel for youth at risk, as well as the general public.

Built in 1988 by the Nichols Brothers in Freeland, Washington, the *Tole Mour* ("gift



of life and health" in Marshallese) performed yeoman's duty during her South Pacific stint. Manned by American and Marshallese medi-

drives women wild



to hawaii

cal personnel, the ship facilitated 42,000 patient visits in 59 communities located on 21 outer atolls.

Started in 1984 by David Higgins, a former Boston lawyer, and his physician wife, Lonnie, the Marimed Foundation was created to address the appalling lack of primary health care in the outer atolls of the Marshall Islands. Health records were virtually non-existent, as was dental care. Immunization rates for 2-year-olds was about 5%.

Part of the challenge of *Tole Mour's* crew was to empower the Marshallese to take care of their own — not to come in as yet another 'cargo cult' of the kind that have preyed on the Pacific Islanders for generations. (Perhaps the most egregious example being the American military, which convinced the residents of the Bikini and Enewetok atolls that bombing the bejesus out of their homeland with atomic weapons would help science and mankind.) The Higgins constantly walked the fine line between providing care and educating the Marshallese.

The results have been impressive. Health records now exist for nearly 100 percent of the outer island population. Cancer screening and dental care using portable generators and equipment are now routine. The immunization rate for 2-year-olds is now above 80%. All the outer islands now have trained and supported health assistants and traditional birth attendants who provide primary care at the community level.

Having worked herself out of a job (and also because the Marshallese government cut back its funding, the *Tole Mour* returned to Hawaii. Qualified as a Coast Guard approved sailing school vessel, the white-hulled ship, which can carry a total of 8,500 square

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mike plant — cont'd

By that time, says Stevens, "A lot of things started happening real fast." Possibly the most amazing of which was that both the Canadians and NOAA all of a sudden came up with fixes! The Canadian fix — 43°N by 35°2'W — made Imminently more sense, since it located Coyote almost right on her great circle route. But, says Stevens, "there were so many voices talking by that time that anything seemed possible." NOAA talked loudest, so when a search was finally launched on November 12, it was centered on NOAA's coordinates, 36°21'N/52°45'W. This would have put Plant 360 miles south of where he had talked to the freighter on the 21st.

"We ran through every possible scenario we could," says Stevens. "Mike had reported to the freighter that he might come back to the East Coast if he couldn't get his electrical problems straightened out, so we thought he might have turned back. Or was heading for Bermuda for some reason. Or maybe he was trying to avoid the remains of Hurricane Francis, which had passed through behind him."

As everyone now knows, that position was completely erroneous. The Coast Guard spent a week and untold thousands of dollars searching more than 200,000 square miles of the wrong piece of ocean while Coyote bobbed upside down in the North Atlantic.

And at this writing, that's where she remains. The weather was too rough for the French oceangoing tug *Malabar* (from which the divers deployed) to attempt any sort of a rescue or salvage. They had completed their mission, which was to search the boat for signs of Plant and the liferaft. Among other things they noted: Mike's lifejacket and ditch bag were in position near his bunk; the sails were apparently all the way up (not reefed), and both the mast and boom were broken, the former 4½ feet above the deck. The Coast Guard did not request, and the divers did not confirm, the presence of the boat's EPIRB. After the search, the Coast Guard officially called off the search for Plant, and presumed him lost at sea.

A short bit of additional information came through on the news programs the next day. A videotape taken from one of the search aircraft showed no scarring on the hull or 11½-foot strut that might suggest Coyote hit — or was hit by — something.

No radiobeacon or strobe was attached to Coyote, so it will be a job to find her again. But at this juncture, there's no hurry. Right now, the boat is too far out for salvage to be economically feasible anyway. And unless she's run down for real, she's not going anywhere. Both Globe Challenge and BOC rules require the boats to have crash bulkheads and sealed compartments both fore and aft, which renders them all but unsinkable — especially without keels.

Stevens' feeling is that his friend probably did not last long after the capsizing. If it did indeed happen around the time the EPIRB went off, it would have been the middle of a moonless night with a sea running and wind in the 20 to 25-knot range. If the capsize itself didn't get Plant — try to imagine falling across a 19-foot-wide boat and not get seriously hurt — the cold water probably did. The divers found no evidence of his presence inside the boat after it capsized. (It appeared the liferaft had hydrostatically released itself and wedged itself under the rear of the cockpit where it was stowed.) However, no one who knows sailboats has yet had a chance to look the boat over.

What more there is to this strange and sad tale will likely not be known until Coyote is recovered. In the meantime, a fund has been set up in Mike's memory, with all proceeds going to support sailing programs for underprivileged children. If you're interested, send donations to the Mike Plant Memorial Fund, c/o Seamen's Church Institute, 18 Market Square, Newport, RI 02840.

guilty until proven innocent

It's late November, 1992. You're inside your home, far from the United States. Then one afternoon four armed U.S. agents knock on your door. Although you cooperate fully with them, they take you and your wife — against your wishes — 400 miles away. When you arrive, many more federal agents await the chance to interrogate you. While this is going on, other agents drill nearly 40 holes into your home, looking for drugs. Finding none, they

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guilty until proven innocent — cont'd

finally release you. So long. Sorry about that. Fill out a form for the damage, they say.

If that doesn't smack of horrible government abuse, we don't know what would. Yet in the world of boating — the 'home' in this case was a boat — it's perfectly legal.

Would you be pissed if it happened to you or what? Steve Decter, the victim in this case, sure was. "My wife and I were kidnapped four for days", he told the *Miami Herald*. While the Coast Guard won't admit to the term 'kidnapped', for all intents and purposes, that's exactly what happened.

The dirty business began on November 20, when Decter, a Canadian, and his American wife were sailing *Night Breeze*, their Tayana 37, between the Cayman Islands and the Bahamas. Early in the afternoon their Delaware-registered vessel was boarded by four Coast Guardsmen from a nearby cutter. Coasties routinely board vessels around the world for 'safety inspections', which are nothing more than thinly-veiled attempts to find drugs.

The boarding started off well enough. The Coasties were polite — and even asked Decter if he wanted help climbing his mast to replace the masthead bulb. But attitudes changed once the boarding team received a radio message from the cutter. For several hours nothing happened. Then, according to Decter, just before sundown the senior officer of the boarding party said, "It's 10 minutes to sunset and you don't have time to fix your running light. We're terminating your voyage for a safety violation and other reasons, and taking you to Key West." At the time, Key West was a mere 400 miles away!

The change in attitude was later explained by Coast Guard Master Chief Donald Godfrey. "[*Night Breeze*] was suspected of carrying drugs." The suspicion was based on the fact the boat had spent nine months in Cartagena, Columbia. While Cartagena is a hotspot for drug smuggling, it is also a popular destination with yachties heading east to the Lesser Antilles or west to the Panama Canal. Numerous *Latitude* contributors have spoken highly of Cartagena.

"There's a lot of 'intel' that comes in on different vessels and about captains and crews," Godfrey continued. "If we get a 'hit', it becomes a suspect vessel."

Night Breeze was apparently all the more suspect because she spent some time being overhauled at a Cartagena boatyard. To the Coast Guard, haulout at a Columbian boatyard means secret compartments for smuggling drugs might have been installed.

In any event, starting at sunset the day she'd been boarded, *Night Breeze* began a four-day motor trip to Key West. The crew for the passage consisted of Decter, his wife and the Coast Guard boarding party. Apparently to make sure the people on *Night Breeze* didn't overwhelm the four armed men and escape, the 37-foot sloop was escorted by two Coast Guard Cutters.

There was a big crowd waiting when *Night Breeze* arrived at Key West, including 30 more federal agents who wanted to chat with Decter. In addition, there were divers to search the bottom for drugs and dogs to have a sniff around. When neither of these searches turned up any dope, the Coast Guard proceeded to drill 37 holes into the boat, hoping to find those suspected secret compartments. They found neither secret compartments nor drugs.

Decter was given his boat back and he and his wife were allowed to leave. There were told they could fill out a form to request \$8,000 to repair the damage that had been done. Unfortunately, the Coast Guard in Key West happened to be out of the form at the time.

Ever concerned about the Coast Guard's eroding image, spokesman Lt. Cmdr. Jim Howe said, "We don't want to come across as destroying things without any reason." What would make him think anybody would get a silly idea like that?

The disturbing thing is that everything the Coast Guard did was perfectly legal, this despite the Fourth Amendment, which purports to protect citizens from illegal search and seizure.

"It's a little shocking, but true," University of Miami law professor Thomas Clingan told the *Miami Herald*. "The Supreme Court has given the Coast Guard very expansive rights." So while the police can't search your home in the United States without probable cause, the United States Coast Guard can board your boat almost anywhere in the world without cause, hold you in custody while they tear apart your boat and find nothing. And there is nothing you can do. Just ask Steve Decter.

tole mour

feet of sail, will continue its work with troubled teenagers. Introduced in 1991, the youth programs address, "what we believe to be the primary crisis of the '90s for Pacific Islanders and other ethnic minorities in this region: alienation, violence, teen pregnancy, substance abuse and school failure among adolescents due to erosion of cultural values and dissolution of family and clan," says David Higgins. Does any of that sound familiar?

The Hawaii-based programs will feature three-week sea voyages focusing on life and vocational skill training. There will also be



neither rain, nor sleet...

None of these guys are mailmen, so we have to admire the dedication it takes to work in a boatyard in Lake Tahoe in December. "Chains?" writes Ralph Silverman. "We don't need no stinking chains!"

The boat in the photos is Jim Gregory's J/29 *Team Tahoe*. The yard is Obexer's Boat Company in Homewood. The job at hand was getting *Team Tahoe* on a trailer for, presumably, transportation to warmer climes.

"We all enjoy your magazine a lot," writes Ralph, "plus it's a great way to start a fire. Let us know if you want to hold any regattas up here. The wind is only blowing 50 today."



— cont'd

community service work in conjunction with the Kamehameha schools for Hawaiian youngsters on the Big Island. In between those extended sessions, the *Tole Mour* will conduct one-day sail training sessions, which will cater to school children and local residents. At the end of March, the Marimed staff hope to open the one-day sails to tourists, as well.

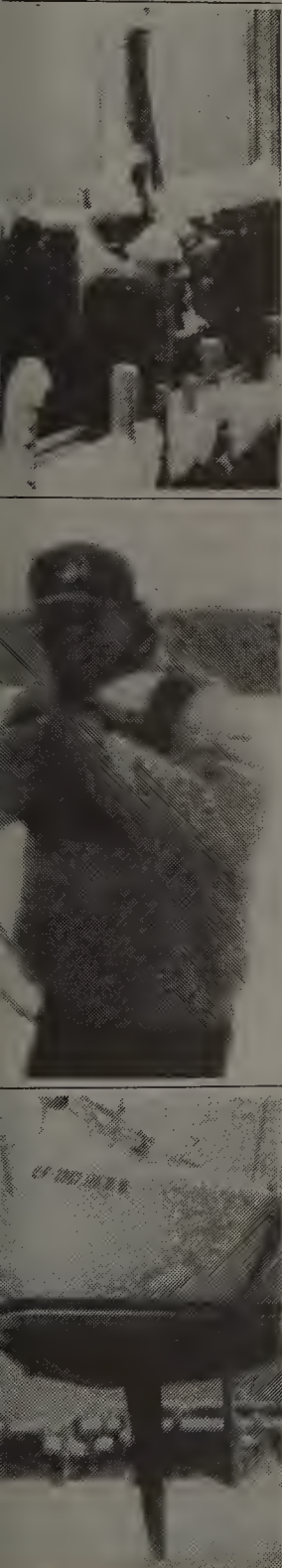
For more information about the *Tole Mour*, contact the Marimed Foundation, 1050 Ala Moana Blvd., Bldg. D., Honolulu, HI 96814; phone (808) 537-5586.

short sightings

SAN FRANCISCO BAY — Like cruisers, whales head south to Mexico for the winter. Also like cruisers, some whales prefer to 'harbor hop' rather than make the voyage non-stop. Which is why there have been a number of whales sightings — or one whale sighted a number of times — in the general vicinity of the San Rafael Bridge. The whale(s) has generally been described about 25 feet, gray and swimming in 60 feet of water.

THE COW PALACE — January 15-24 are the dates, and San Francisco's Cow Palace is the place for the Sports and Boat Show. Among sailboats featured will be Corsair's new F-24 trimaran, the MacGregors 19 and 26, the Island Packet 35, the queen of the show Beneteau 45f5, and the sexy 11-Meter, which is making its 'West Coast debut.' The latter looks like an awful lot of fun. It's a Ron Holland 34-footer (unlike the 12-Meter, the 11-Meter's name

continued outside column of next sightings page



ALL PHOTOS RALPH SILVERMAN/RALPH'S SAILBOAT SERVICES

short sightings — cont'd

does refer to its length) that is more or less a scaled-down version of the new America's Cup class. The boat has been selling like hotcakes in Europe — if you can imagine it, a record 30 of them were sold at the Stockholm boat show last year. In total, more than 100 are currently sailing, mostly in Europe and Australia. Locally, the Bay's so far only 11-Meter, Paul Kaplan's *Sight Unseen*, won its division in HDA last season. "I can't remember having so much fun on a boat," claims Kaplan, who might be just a tad biased — his City Yachts is the Bay Area representative for the 11-Meter. But no one can deny the boat is fast and sexy. And if that's your formula for fun, go check it out.

continued next sightings page

dances

Dolphins have been sailors' friends since forever. In virtually every seafaring culture from antiquity through the present, encounters with them are seen as good luck.

So we were more than happy to see these guys during a recent delivery south. We were aboard Grant Spotts' 38-ft ketch *Stroma of Mey*. He'd just completed a three-year restoration of the 60-year-old boat, and when a weather window appeared, we went for it, accompanying the boat as far as San Diego.



with dolphins

The encounter you see here happened at high noon in the Santa Barbara Channel. With water clarity excellent, we watched wave after wave of dolphins — there were hundreds of them — cavort around the bow, executing maneuvers that would make the Blue Angels green with envy. All aboard took the visitation as a sign of incredible good luck for Grant and *Stroma* on her upcoming Mexico cruise.



LATITUDE/ROB

short sightings — cont'd

Show hours are 1-10:30 p.m. on weekdays, 11-10:30 on Saturday and 11-7 on Sunday. Admission is \$6 for adults, \$3 for kids and senior citizens (weekdays only on the latter). We were going to remind you that you could



11-Meters

also pick up your January *Latitude* at the show, but if you're reading that reminder, you obviously already have one. So we won't say it.

SAN FRANCISCO BAY — It's the old jobs-versus-environment quandary right here on San Francisco Bay. Directly and indirectly, the shipping industry creates thousands of jobs. But Bay Area ports must be dredged in order to accommodate large vessels — or lose the business to West Coast competitors such as Seattle and Long Beach. Dredging spoils have to be dumped somewhere. It's cheapest to dump them near Alcatraz or just outside the Gate, but both fishermen and environmentalists object on the grounds that it's bad for the local fishery and environment.

On December 11, the Environmental Protection Agency recommended a dump site 57 miles out the Gate, which is fine with the fishermen. But the Port of Oakland contends it would make dredging five times more expensive, and the environmentalists say there isn't enough proof that such a site wouldn't adversely affect the nearby Farallones Marine Sanctuary.

Frankly, we at *Latitude* have the only correct solution: Turn the time machine back to 1938 and reduce the Bay Area population by 50%.

CHICAGO — Seven-and-a-half years ago, an experienced yachtsman by the pretentious name of Woodruff Scoval Francis Kelly Jr. departed Kenosha (Wisconsin) Harbor, ostensibly to 'try out' a 42-foot yacht. The boat was discovered several hours later, but nobody admits to having seen Kelly since. Without a body, it takes seven years for a person to be declared dead. Since Kelly's former wife stands to collect \$250,000 from Kemper Life Insurance, she's seeking just such a declaration.

Kemper is fighting the case. They argue that the well-respected Kelly only seemed to be a model citizen, when in reality the church-going, honorably-discharged veteran who headed a seemingly prosperous investment company was really a crook. Kemper has support from local governments, who have issued warrants accusing Kelly of disappearing with \$6 million that 300 'clients' in seven states had entrusted him to invest.

Maybe Kelly really did die. And maybe he didn't. Either way, faked deaths on boats are one of the easiest scams in the world to pull.

STOCKTON — Santa Fe Railroad pleaded no contest to charges its contractors, who were building a railroad trestle in the northwest Delta, dumped thousands of tons of waste and epoxy cans into the water and onto wetlands. Santa Fe will pay \$300,000 in fines and make a \$235,000 grant to the San Joaquin County Environmental Health Department as a result of the pollution of Delta waters and wetlands.

SAN DIEGO FORMULA ONE REGATTA:

Thrills, spills and chills greeted participants and spectators alike at the World Yachting Grand Prix held December 10-13 in front of the San Diego Marriott Hotel and Marina. The last of a truncated three-event season for the Grand Prix, it was the only

Francais '95; expectant father John Bertrand and many *America's* veterans on *US Racing Group* (the chartered *Hawesta*, renamed

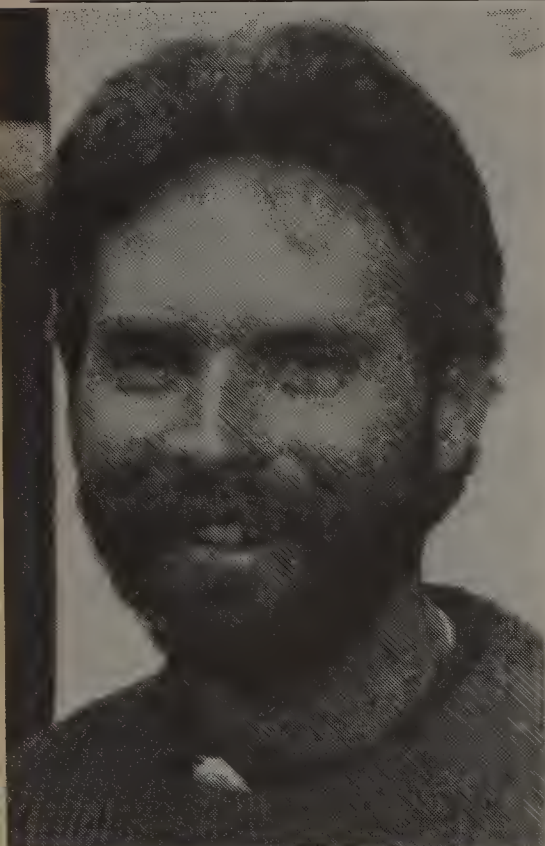
Those who've sailed on these machines best describe it as "full-tackle sailing."

one held in the U.S. this year. Two prior events were held in Kiel and Scotland, while scheduled events in France and Sydney were canceled. Unlike last year's event, which was overshadowed by America's Cup mania, this regatta stood on its own as a premier venue for competitive professional racing. It's also currently the *only* professional fleet racing event held in the U.S. This particular three-day series, presented by Mercedes-Benz, featured \$90,000 in cash prize money.

Skippers and crews on the five competing

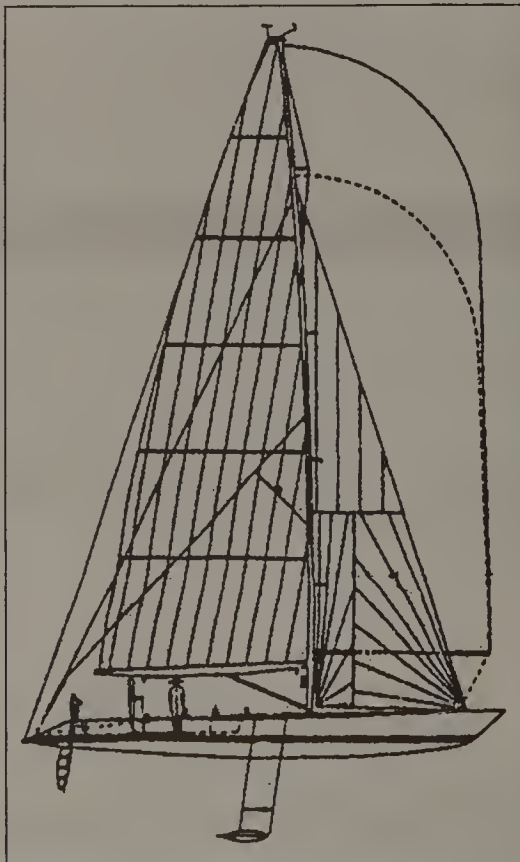
named after Bertrand's yacht racing management company); Chris Law and Harold Cudmore with a mixed bag of Brits and ex-Cubens on *Omega*; and J.J. Isler, the first woman to drive a Formula One, with Russell Coutts as tactician and a blend of Kiwis and Americans. J.J.'s team chartered *Becks*, sailing it as *Soft Scrub* for this event.

The Formula One class was devised two years ago by an Australian group, Sail International, who thus far have organized all the events on the circuit. The 52-foot boats were designed jointly by Bruce Nelson and Tony Castro, and pack the sail area of an IOR 50-footer onto the displacement of a One Tonner (about 12,500 pounds). Their



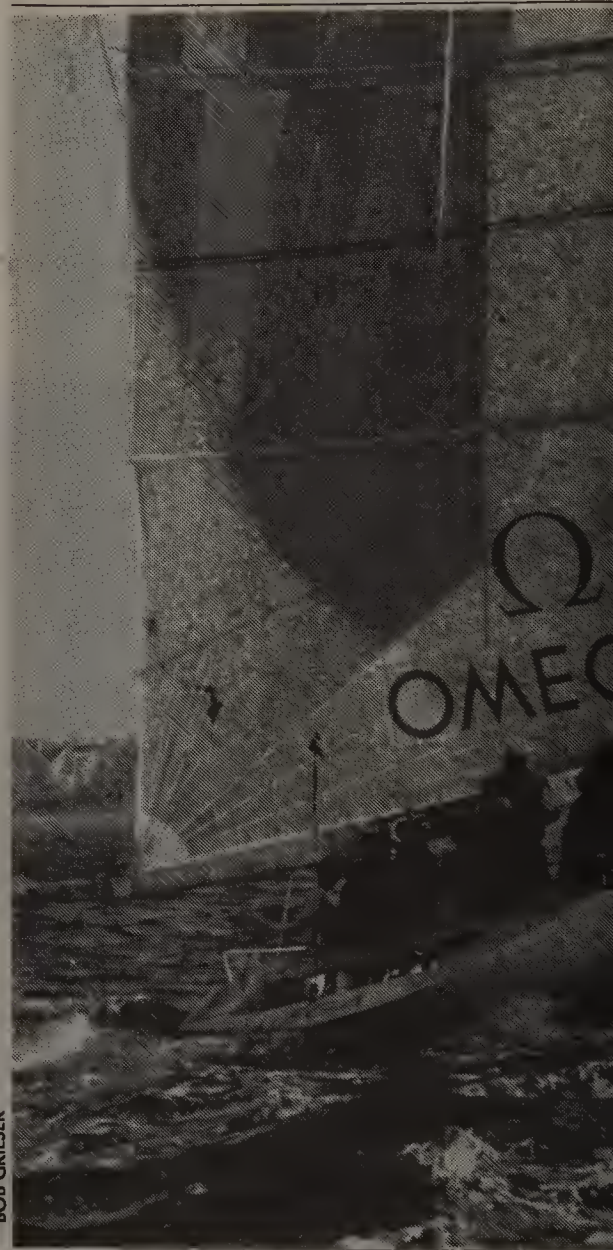
LATITUDE/ROB

Above, John Bertrand earned a fistful of dollars — \$40,000 — for three days of sailing. Right, profile of the Formula One — the perfect beast?



yachts boasted a considerable breadth and depth of sailing talent, most of it culled from the last Big Event in San Diego: Dennis and his crew of IACC *Stars & Stripes* alumni on a Formula One of the same name; Marc Pajot and his *Ville de Paris* buddies on *Defi*

fractional rigs and masthead spinnakers, low-freeboard hulls with flared topsides, and quick maneuverability on twin rudders are reminiscent of the Ultimate 30s. However, unlike the 30s, you don't merely "sheet in and hang on" — these are *big* boats that



BOB GRIESER

require tremendous effort from their 10-man crew to muscle them around the buoys.

The class also has strict one design rules: the hull, deck and foils are provided by one builder (Peter Milner of Perth, Australia) with no modifications allowed, and the sail and spar dimensions are rigidly specified. Once you've added electronics, deck hardware, sails and, of course, your sponsor's graphics, the tab comes to around \$300K — arguably a good bang-for-the-buck value, especially compared with other existing big boat venues and the possibility of funding a yearly program from prize money earnings. Commercial viability comes from the aerial and on-board cameras which bring the events to cable sports TV, tapping a large potential market for sponsors.

Formula One courses are designed to maximize both spectator viewing and on-the-water action. Instead of 20 miles off Point Loma, the courses were set in San Diego Harbor between Seaport Village and Coronado. Thus, shoreside spectators had front-row seats to the action, augmented by lively

FOR A FEW DOLLARS MORE



Left to right: 'Omega', 'Stars & Stripes' and 'US Racing' in the practice race.

race commentary. This was provided by veteran British yachting journalist Bob Fisher on VHF 13 piped through a PA system.

Typical courses had marks left to starboard on a 10-mile circuit consisting of triangles and windward-leewards with 1-mile legs. At speeds up to 15 knots in 20+ knots of wind, and up to 20 mark roundings on a course, the races were usually fast and furious, pushing the boats and crews to their limits. Those who've sailed on these machines best describe it as 'full-tackle sailing'. Borrowing from the match racing circuit, on-the-water judging was used to resolve conflicts quickly and decisively.

All these elements came together starting on Thursday, December 10, with a practice race to benefit junior sailing programs in the San Diego area. Each boat had up to five teenage guests on board,

giving them the unique opportunity to 'sail with the stars'. The afternoon westerly built to 12 knots, which along with a two-knot ebb towards the weather mark provided for some interesting action. J.J. Isler won the race, but not without the French hitting her on port tack, giving themselves a DSQ and a neat hole in their bow. The regatta was off to an auspicious start. . .

The next three days of 'real' racing each started with a morning 'warm-up race', in which sponsors and photographers rode along in the sprint for a case of Moët & Chandon champagne. This proved a brilliant method of enhancing sponsor involvement by letting them experience the on-board action firsthand. It also gave the crews and observers a taste of what lay ahead in the afternoon prize money competition.

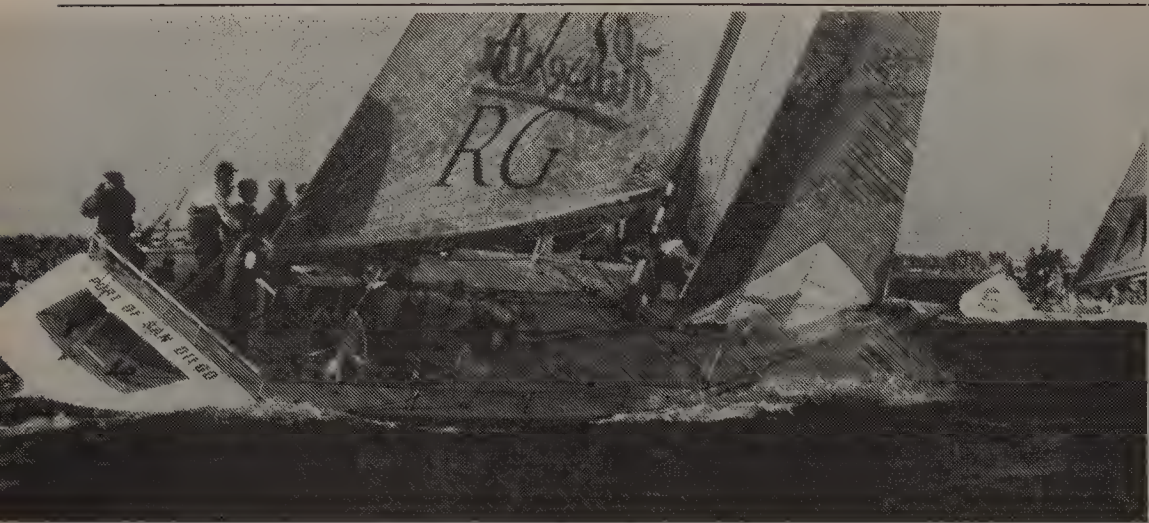
Friday dawned cold and gray, with fluky southerlies threatening to postpone the day's racing. Perhaps appropriately, *Defi Français* overcame the light air and strong current to

win the 'bubbly race'. Later in the day, however, it was Bertrand on *US Racing* Group who stayed ahead and out of foul trouble to beat the French, with *Omega* overlapped at the line to get third, followed by Conner and Isler.

After the front moved through Friday night, a brisk and chilly 20-knot north-westerly filled in Saturday. When combined with the ebb, it made for an even more exciting day. Many argue that these boats are 'at their best' in these conditions — treating spectators to hairy crash jibes, wild broaches, mark rounding collisions, slam dunks and the like — but the exhausted crews might disagree.

The Brits on *Omega* won the morning champagne race, and were leading for most of the second series race when problems arose. With nearly a minute lead, *Omega* halved it when bowman Guy Barron went over the side during a takedown at the second leeward mark. Somehow he managed to cling to the foreguy and was wrestled back on board, along with a slightly torn kite.

SAN DIEGO FORMULA ONE REGATTA



PORT OF SAN DIEGO/DALE FROST

With Dennis fast approaching on the third leeward leg, *Omega* jibed to port too close to avoid the bow of *Star & Stripes*, which hooked their backstay, spinning *Omega* into a spectacular broach and flicking S&S bowman Greg Prussia about 15 feet off the boat and into the drink. Clearly, it was precarious day for bowmen.

While *Omega* cleaned up and did her penalty turns, *Star & Stripes* fished out Prussia. Greg's reluctance to go swimming in the chilly water was no doubt reinforced by his discovery of a floating cadaver near the race course that morning. *US Racing*, over half a minute back in third, sailed through the carnage and went on to win. To add insult to injury, the Brits had been called over early at the start and had not gone back, so they earned a DSQ anyway. Ironically, Bertrand was also called over but had properly restarted. Dennis therefore felt that he was robbed by *Omega* of a rightful first, and filed for redress. The jury, however, disagreed and the results stood: *US Racing* first, the French second, *Soft Scrub* third, Dennis fourth and Law fifth. All in all, a tough day.

With two wins, Bertrand came into Sunday's finale well-positioned to win the \$40,000 first prize. The morning's dying offshore breeze successfully squelched the

Bertrand's crew on 'US Racing' included Hartwell Jordan in the pit, Kimo Worthington on main and Jim Pugh as tactician.

warm-up race, resulting in no champagne prize, but eventually the afternoon westerly filled in to about 10 knots. J.J. jumped to an early lead, chased by Bertrand with Law a close third. Pajot had foul problems in the prestart going and had penalty turns to perform, while Dennis remained deep from being over early. Bertrand passed J.J. at the first weather mark, as did Law and Pajot on the reaches. Then, *Omega* shredded her masthead kite at the leeward mark rounding, allowing *Defi* to pass into second. All the others then passed *Omega* on the next two leeward legs as she was forced to fly the smaller fractional spinnaker since her spare masthead chute had been torn in Saturday's carnage.

When the spray settled, it was Bertrand first across the line again, Dennis second, Pajot third, J.J. fourth and Law fifth. However, even with the on-the-water umpiring, the final results were complicated by protests. Ever vigilant for rules infractions,

Dennis lodged a protest against the French for not completing their 720° turn "as soon as possible" after the start. The jury agreed and DSQ'ed Pajot from the race. The French retained second place for the series on the tiebreaker, but the \$20,000 second place and \$15,000 third place purses were combined and split equally — Pajot and Conner each took home \$17,500. *Soft Scrub* was awarded \$10,000 for fourth, while *Omega* earned \$5,000 for fifth place.

This was Bertrand's only victory of the '92 Formula One season, despite having won three events last year. His prize money earnings for the year were \$70,000. Law also won \$70,000, Dennis \$67,000 and Pajot \$47,500. Others on the circuit either haven't won or haven't participated in every event, and thus have much lower totals. Although the numbers initially seem impressive, once the IYRU has taken its tax, sails and hardware are bought, the boats' transportation costs are paid, etc. it becomes apparent that none of these sailors are getting rich off this event.

However, with its fast, aggressive action, great competition, shoreside spectating and TV coverage, the Formula One Grand Prix seems poised to grow into a much bigger series in years to come. Five boats in the class have been built so far, with more anticipated in the months ahead. Already a new organizing authority, San Diego-based World Sailing USA, is planning the next event for San Francisco some time in March '93. If you'd like to catch the 'replay' of the San Diego event, tune in to ESPN on January 24 at 9:30 a.m. PST. You won't be disappointed.

— dobbs davis

Readers — Davis, a 31-year-old professional sailor, recently moved to Los Gatos. He sailed on Omega in this event, and is active on the match racing, ULDB 70 and grand prix circuits.

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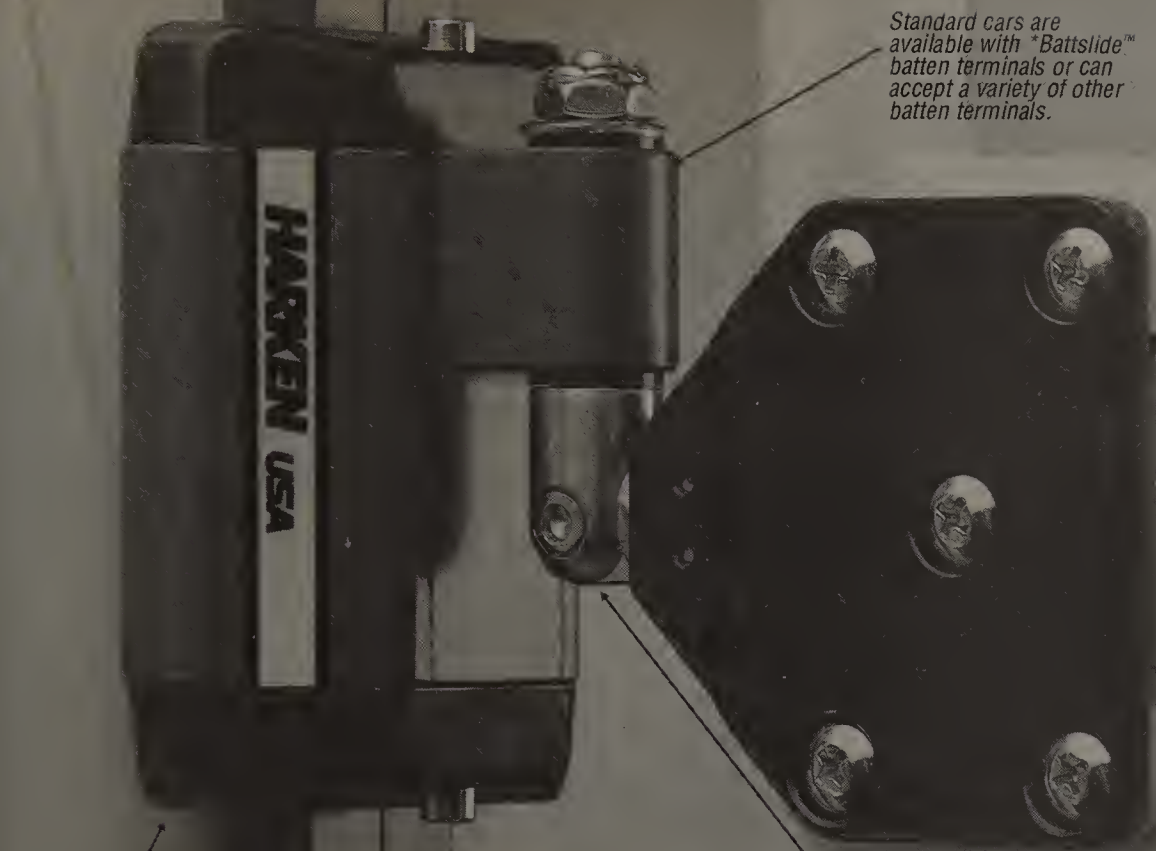
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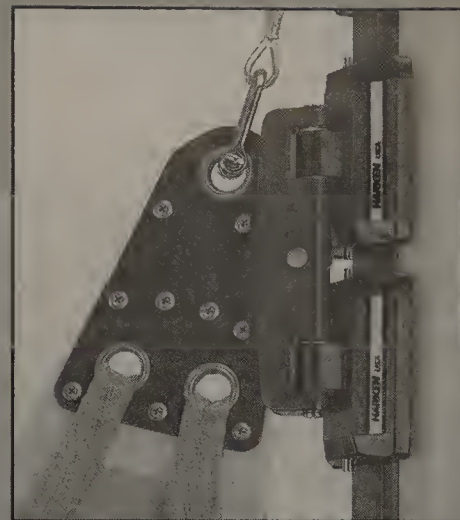
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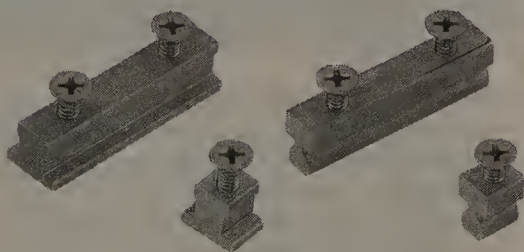
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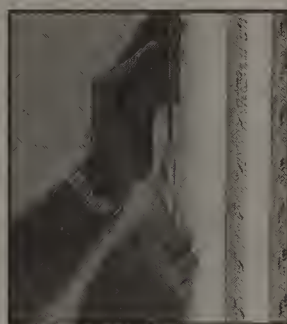
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MANIFESTLY UNSAFE VOYAGE —

Reports are in from the precincts and the results of the survey in the October issue are conclusive: Most respondents think our interference with the voyage of *Signal of Peace* was justified. Most of you also think there is a point at which a sailing adven-

ensuing 12 months. They took us to task primarily over the issue of freedom of choice. In the majority of opinions (which

An acquaintance of mine asked how long it would take to sail his Tornado to Hawaii. I'm sure he was counting on just a few 400-mile days to get him there. My reply was "The rest of your life." He got the message.
— (unsigned), Long Beach

I have lost friends to hang gliding, skin diving, auto racing and even sailing. I know of a guy who was towed back from a storm when he tried to sail his Hobie Cat to Australia. (He wanted to prove to his wife that he wasn't a screw-up.) I also know a guy who successfully paddled a 22-ft kayak to Hawaii.

What you and the Coast Guard did was the right thing. MUV means 'almost certain failure', not chickenshit stuff like "Daiquiri blender not UL approved." I have developed a strong dislike for the Coast Guard, but this is their true purpose: to save lives at sea.

Until there is a 'no rescue' waiver or release, loonies must be protected by MUV. If I get blind drunk, take my keys. If you see a potential MUV, save us a half million dollars and report it.

— M.B., San Diego

'Signal of Peace.'

ran about two-to-one against our actions), we had denied Joe his freedom of choice and were therefore "idiots", "assholes", "hypocrites", etc., etc., etc.

Because the controversy wasn't going away, and because we felt it was one all sailors should be aware of, we decided to get it out in the open again to see what a slightly more representative cross section of readers

I waited to turn on my EPIRB until I was certain that Hurricane Tina had passed as I did not want to endanger any rescue crew members who might be sent to aid me. I would gladly have given my own life to the sea before I would endanger another.

I want to express my gratitude and apologies to the crews of the Coast Guard planes, the Search and Rescue Coordination Center in Long Beach, and other Coast Guard personnel who participated in my rescue. I will always be indebted to these people and I am very sorry for the many hours they spent in assisting me. There were many times when I considered it better to die at sea than to be such a burden or to endanger these dedicated Coast Guard men and women. The thoughts of my family and the fear that if I was lost at sea might cause a bigger and more dangerous search by the U.S. and Japanese Coast Guards encouraged me to turn on my EPIRB.

— Daisuke Kikuzawa, in a letter to Coast Guard Admiral M.E. Gilbert

thought. So in the November, 1992, issue, we reviewed the whole *Signal of Peace* episode and clarified our position: although we had done it inadvertently, we felt our part in interrupting the planned voyage of *Signal of Peace* was justified under the circumstances. What circumstances? At the time, we felt we may have been the only ones who realized the futility of Joe's plan.

Expressing concern to the Coast Guard was not some weird power trip on our part.

It does not set any precedent for us as 'cruise Nazis', and it doesn't mean we now condone everything the BCDC does. We can't believe those of you who asserted such nonsense were actually serious. Purely and simply, we felt Joe was so unclear on the concept that there was a good chance he might kill himself. For us, that was the 'line in the sand' that he crossed.

turer's "freedom of choice" is superseded by other concerns. The specific concerns: The risk to life and limb of the rescuers and the amount of tax dollars it takes to save individuals who embark on foolhardy cruises aboard marginal boats.

To briefly recap for those of you just tuning in, a year ago November we did a story on a 'boat' called *Signal of Peace*. It was a self-designed craft, built by a man who had no boatbuilding experience, no sailing experience, and who had never been out on the ocean. As a result, *Signal of Peace* was in our opinion the most singularly unseaworthy craft we had ever seen. To complicate matters, owner/builder Joe (not his real name) seemed to be blissfully ignorant of virtually all facets of his planned trans-Pacific voyage. At the time of our interview, he didn't have any sort of navigational equipment aboard, not even a compass (although one was later donated). "I'll follow the jet stream to Hawaii if I have to," he told us. "If I get blown by, I won't be upset. I'll hit something sooner or later."

We expressed our concern both to Joe directly, and later to the Coast Guard. This latter communication was in the form of a casual mention during an unrelated call. The Coasties took it upon themselves to inspect the vessel the following morning and declare it 'manifestly unsafe for any voyage upon the Pacific Ocean'. This meant *Signal* could not lawfully leave port until specific corrections and repairs had been made.

Signal of Peace never did leave. Joe, after a scathing attack on us and the Coast Guard in another boating publication, apparently went home to Arizona and forgot about the whole thing. (He declined an offer of 'equal time' in these pages.) We, however, became the whipping boy for dozens of readers in the



TO GO, OR NOT TO GO?

If a person wishes to sail in an unseaworthy vessel, or put to sea with little knowledge of seamanship or navigation, that I consider is entirely his or her own affair provided he does not harm or inconvenience others; therefore I do not understand why he should be advised, bullied or compelled to carry with him rescue and survival equipment. In the unlikely event that I were asked to legislate for yachts, the only rule I would make would be that, except for yachts taking part in a race for which some club or other organization felt responsible, no yacht should be permitted to carry a ship/shore radio.

We in yachts do not have to go to sea like the professional seaman does. We go because we want to and therefore have no right when in trouble to call others, perhaps with risk to them, to get us out of a difficulty which, with a bit of planning and common sense, we could probably have avoided. It is the 'mayday' calls that set off the air/sea searches which give all of us a bad public image. We are frequently told that the lifeboat, Coast Guard or other services are overwhelmed by the large number of private craft that get into trouble and call for help. And again and again there are government threats that because of this we shall all have to pass tests and our vessels be inspected. Not only would that restrict our freedom, but it would cost money to pay the bureaucrats who are so keen to protect us from ourselves. Such ideas need to be strongly opposed, for we must be allowed to go unrestricted on our suicidal way. Otherwise, our precious freedom, which already is being eroded by immigration laws, will be lost.

In most walks of life, there are little men who delight in controlling their fellows, and we must do all we can to keep their poking noses and prying fingers out of yacht cruising and voyaging, which at present are occupations open to any man or woman with a free spirit and an ability to rely on his or her own guts.

— Eric Hiscock

excerpted from *Come Aboard*, © 1978

The issue of safety and 'manifestly unsafe voyages' is best understood as power addiction on the part of the Coast Guard. Perhaps we all should remind ourselves that this great country was founded on the principle of "life, liberty and the pursuit of happiness." To me, this means that if what you want to do doesn't demonstrably hurt someone else or the environment, you should not be interfered with in any way by any governmental agency. The Coast Guard may have some legitimate concerns about spending taxpayer money in trying to rescue the unlucky or the unprepared, but that's their real job. They are not the 'Cost' Guard. The vast, vast majority of their rescues are of weekenders in coastal waters, not voyagers out at sea.

They should deal with what they deem 'manifestly unsafe voyages' by trying to present the potential voyager with empirical, scientific facts and accurate historical accounts and leave it at that. The Coast Guard should view themselves as the mariner's helpful brother, not the authoritarian father.

— J.U., Pacific Palisades

If a reasonable level of societal orderliness and peace is to be maintained, then there will inevitably be times when some people must be restrained from doing something which they wish to do. Like it or not, that's the way it is.

— M.N., Richmond

Instead of a MUV, I would have liked to have seen a requirement to attend — at the very least — a CG Auxillary sailing class with emphasis on weather analysis, waves and currents, hand signals, and so on. If the person still wanted to go, it should be without an EPIRB or radio.

I circumnavigated from 1966 to 1982 with no winches, no radio and no previous experience.

— (unsigned)

I know you are not going to want to hear this from an Alaskan, but I work in an environment that has taken a lot of lives as a result of someone's carelessness. I have been involved in many rescues and can tell you this: if anyone looks out across the water, prairie, mountains or anywhere else and sees someone in need of help, he is going to call the 'official' emergency agency and report it. That, in turn, will cause a group of people — some professionals and many times amateurs — to take action to try to save a fellow human being.

In some cases this has taken the lives of those responding. I lost a good friend that very way. This was a chance my friend knew was possible, but he had been involved in hundreds of rescues.

I don't think that a person attempting to 'stretch' his abilities should be hindered. If the vessel is capable and the individual is willing, let him blast off. However, if you are foolish enough to brag of your plans to a more 'intelligent' source, don't be surprised to see them do the 'right thing.'

— F.B. & L.B., Cordova, Alaska

Two hundred years ago, sailors had no EPIRBs, Lorans, GPSs, liferafts, radios or auxillary power. Did they go to sea? Yes. And once there, they tried to sink each other with cannons. The only difference in our age is that we're paranoid about death.

— R.W., South San Francisco,

"As long as it costs me money, it is my business!"

— L.W., Long Beach

Also in November, we ran a representative "against" letter from Jim Evans of Flagstaff (the 'stupidity adventure business' guy), as well as a letter from Coast Guard Admiral M.E. Gilbert which made an excellent case "for" restricting ill-planned voyages. The latter was written to Japanese adventurer Daisuke Kikuzawa after his unsuccessful

1992 attempt to row/drift from San Francisco to Japan in a 9-ft pod. While in the Bay Area, Kikuzawa's little *Wild Sheep of Arcadia* was also delayed by a manifestly unsafe voyage decree. Unlike Joe, Kikuzawa corrected the shortcomings enumerated in the MUV and departed San Francisco in April. In October, the Coast Guard directed the rescue of Kikuzawa some 1,000 miles

west of Cabo. The rescue cost US taxpayers \$250,000.

We then asked readers for their esteemed opinions on the subject, in the form of a fill-it-out-and-mail-it-in survey. By the December 15 deadline, we had received more than 200 responses. The results begin on the next page.

MANIFESTLY UNSAFE VOYAGE

I have an old claw-foot iron bathtub I'm fitting out for sea. Do you have a 1¼-inch plug I can push into the drain?
— J.V.D., Stockton

If we shouldn't be concerned enough to put a stop or hold on such an action, then we shouldn't require motorcycle helmets, seat belts, crash tests and other safety standards for automobiles or anything else. Society has a right to protect itself from the expense of bailing out the idiots and innocent uninformed who will forever be willing to try such misguided adventures.

— J.A., Petaluma

I'm a pot-smoking ocean racer who is against almost all 'gov'mint' interference. However, I have been rescued by the Coast Guard and admire their efforts tremendously.

In this case, you done good. Assholes and fools you may be, but the ability to sleep at night is worth something, too.

— (unsigned), Santa Cruz

I am sure that any of your staff who have ever been out on the water would agree that there are safer things to do in life than go to sea in anything. The Andrea Doria was safe, for example, and the Titanic was 'unsinkable' — until they were subjected to situations for which they were not designed.

The first time anyone seriously asked me any questions about going to sea, I was mortified. It was a family who had been sailing for about a year and thought they knew it all. I was not then and am not now qualified to tell these people what to do. But they wanted my opinion, so in essence I told them they were nuts. I don't care how good their boat was, they plain and simple did not have enough experience.

— B.M., Pleasanton

I would venture that the information for your (November) article came from the U.S. Coast Guard. In all fairness to Daisuke Kikuza-wa, I think it is important that you know some additional facts before you and your readers pass judgment on Daisuke's "manifestly unsafe voyage."

I first met Dai — pronounced "die" — at the Golden Gate YC in April of 1992 when I docked my boat next to *Wild Sheep of Arcadia*. I was headed out for two days at the Farallones and Dai was headed for what everyone who met him thought was a voyage of sheer folly. The problem was, his boat resembled a plastic box more than a seaworthy vessel.

At the time, the only person who supported Dai was GGYC member Bonny Almeida, a respected marine engineer, sailor and fisherman. Bonny's faith in Dai's vessel helped me to view his voyage more seriously and resulted in my involvement in this strange venture. Twice I towed Dai's vessel out the Gate under gale conditions for sea trials. Its performance convinced me that his design was solid and that his voyage was possible.

Daisuke's voyage was carefully planned. His research was thorough. He had allowed for every contingency that he thought would occur on his voyage. For every "what if" that Bonnie and I threw at him, he always had an intelligent answer. Daisuke built his vessel himself in Japan and shipped it to San Francisco. He was assisted by his father, a design engineer and specialist in FPR marine designs. The design specs were better than those used on most ocean racers. *Wild Sheep* was designed to take the path of least resistance in breaking seas and high winds. It was unsinkable, with positive flotation throughout. Finally, his list of operational and safety equipment was extensive: an 18-month supply of stores, two watermakers, a small hydroponic garden, and backups for every system and piece of gear aboard.

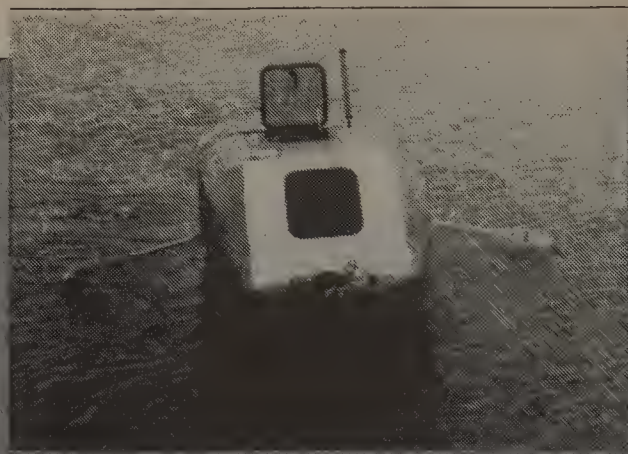
On June 15, 1992, I towed *Wild Sheep of Arcadia* to a point 120 miles off Point Sur and cut Daisuke loose to start his voyage. It was difficult for Bonnie, the crew and me to watch Dai and his tiny vessel disappear as we sailed away. We lost radio contact with him quickly as we could only receive his transmissions when he was on the crest of the large seas.

I did not hear about Dai again until October 5 when I received a call from the Honolulu Coast Guard. They told me that NOAA had received a 406 EPIRB signal 1,000 miles off the coast of Baja. (Dai's EPIRB had been registered using my name and phone number.) The first thing the Coast Guard asked was, "Is this vessel really only 9 feet long?"

Let us give Daisuke the credit due to him. He built his own vessel that safely carried him for 113 days at sea. He encountered five major storms and three hurricanes along the way. Dai produced all of the fresh water he needed, using a Power Survivor-35 watermaker. He used this water to grow the plants in his hydroponic garden. Daisuke had many experiences which only those who drift with the currents can have. His vessel was continuously surrounded with an ecosystem of dolphin fish, tuna, sea turtles and large sharks that spent hours rubbing their stomachs on the hull.

What ended his voyage? Hurricane *Tina*. Daisuke had already experienced two hurricanes, and his boat performed perfectly. Two days before *Tina*, the captain of a tuna boat warned Dai that a massive hurricane was bearing down on him. When the captain offered to tow him out of the storm's path, Dai politely declined. Hurricanes were just part of the adventure.

Tina hit *Wild Sheep* with a vengeance. Later Dai was to learn from the captain of the *Feng Shou* (the ship that rescued him) that when *Tina* hit, she packed winds in excess of 160 knots



"Wild Sheep of Arcadia."

As James Thurber pointed out some time ago, "The lemmings are wiser than we suspect."

— R.A., Fort Bragg

1. Do you give a hoot about any of this?

Yes	No
99.5%	.5%

This one was pretty straightforward. People who didn't give a hoot probably wouldn't waste a stamp to respond.

2. Do you think *Latitude* overstepped our bounds by interfering with the *Signal of Peace*?

Yes	No
24%	76%

As with the letters we've received over the past year, many of the 'yes' respondents to this question penned such addendums as, "You guys just don't get it." Others hedged their bets, one commenting that we had the right thing, but "the Coast Guard response should have been different." Among the most interesting responses to this question came from a 68-year-old former

chief in the Coast Guard who had spent 10 years in the North Atlantic Air/Sea Rescue. He responded "yes and no," with the comment that, "I'm tired of the government trying to protect me from me on everything."

3. Do you believe there is a point at which the 'greater public interest' supersedes someone's freedom of choice to go to sea in anything he or she wants?

— TO GO, OR NOT TO GO?

and seas over 60 feet high. Dai was hit by the most dangerous quadrant of the storm. As in the two previous hurricanes, *Wild Sheep* rode on the tops of huge breaking seas, almost becoming airborne as she reached the crest of each wave. Three times during the night *Wild Sheep* was rolled 360 degrees by gigantic waves. At dawn when Dai entered the eye of the storm he noticed stress cracks appearing along the edges of the upper deck of his vessel. The storm had also stripped the boat of its solar panels and radar reflector. The cracks in his upper deck opened up about a centimeter in width and allowed rain and spray to cascade into the interior like a waterfall. His bilge pumps could not keep up with the increased flood. His battery system and some of his electronics were lost to the higher water level.

With its ample flotation, *Wild Sheep* was never in danger of sinking. Dai kept warm by living in his survival suit as he tried to dry out his boat. He still had his watermakers and most of his stores. After waiting for Tina to pass so as not to endanger any would-be rescuers, Dai made the decision to turn on his EPIRB and end his "manifestly unsafe voyage."

Few of us sail boats that could survive what *Wild Sheep of Arcadia* endured at the mercy of Hurricane Tina.

Was the Coast Guard right to initially stop Daisuke's voyage and put the burden of proof as to the safety of his venture on him? I would think yes. It has always been an important role of the Coast Guard to set and enforce reasonable standards of safety for vessels in their jurisdiction.

Did the Coast Guard err in lifting its MUV designation on *Wild Sheep of Arcadia*? I would think not! Daisuke met their criteria for design and safety equipment. Although his boat did not look like a boat, *Wild Sheep* proved herself by merely surviving the voyage she undertook. (Dai's boat was intact and afloat at the time of his rescue.)

Daisuke Kikuzatva was not an idiot bent on suicide. I will concede that his voyage could be considered foolish and self-serving. It is not a voyage that I would care to make. The important thing is that Dai's voyage was about as "manifestly unsafe" as any voyage made in a small vessel, be it a cruiser, a solo sailor or ocean racer.

— Eric G. Yarborough, San Francisco

I towed Signal of Peace out of Loch Lomond Channel to the main Bay when he first launched it. He knew many people with more experience had judged his boat to be absurd, but wanted to sail her over to San Francisco and see how it went.

There were many obvious flaws to the boat's design, but the hull itself seemed reasonably watertight and the winds were light, so off he went with his dream.

I still chuckle when I think of him trying to steer with his hand-crank window opener-controlled rudder. As it turns out, he beached the boat somewhere in Richmond.

I'm sure you did the right thing by mentioning his intentions to the CG. I would have let him be if I were in your editor's shoes, and in fact I was and I did.

— L.G., San Francisco

I believe your actions in the Signal of Peace situation in all likelihood saved the man's life. At the very least it kept intact his safety and the safety of probable rescuers. You should feel good that you helped another human being, for the time being at least.

It would be great if this guy came back in five years and said, "Latitude 38, I took sailing lessons, did a bunch of certified offshore passages, designed and built a sturdy, seaworthy boat and I'm trying to do it right. Thanks for making sure I had the chance to do so."

Maybe it will happen.

— L.C., Ballena Bay

There is no excuse for interfering in any fool's right to render himself fishbait, no matter how well-intentioned and how overwhelming the urge to save the man's life.

The most hideous excesses of totalitarian governments have been committed in the name of "safety." Neighbors spying on neighbors in Hitler's Germany were "concerned citizens." The Soviet Union was reduced to a paranoid, bovine mass by the KGB and its net of informants. . . .

The men who established our nation knew only too well the siren song of public protection. Benjamin Franklin warned that, "He who would give up his liberty for a bit of safety deserves neither liberty nor safety."

— "boy was I pissed", santa ana

Cut the Coast Guard budget by 40% and give the \$\$\$ to schools.

— (unsigned), Sausalito

If 'Joe' had really wanted to leave, he would have done so without Coast Guard approval. Under it all, he wanted someone to stop him.

— V., Sausalito

What about Chichester? He went out full of metastatic cancer and singlehanded across the Pacific. When he got into trouble, the Coast Guard rescued him, but in the process one Coast Guardsman lost his life. Was it worth it? Should Chichester have been stopped?

I saw 'Joe's boat and spoke with him while he was berthed in Sausalito. At least the others mentioned in your article were knowledgeable sailors. 'Joe' was not.

— D.S., San Francisco

Yes
77%

No
23%

Several 'yes' respondents to this question qualified their choices with phrases like "only if lives are endangered", "specifically, the cost of rescue" or "only if it endangers someone else. No cost, no danger — have at it!"

4. If yes, what individuals or organizations should have the right and/or authority to determine that point for

any given skipper or boat?

Coast Guard	Other	None
67%	13%	20%

This one got some interesting responses. Under 'other', people wrote in the following: "the Navy", "police", "taxpayers", "naval architect", "common sense", "the UN", "my mama", "friends", "the crew", "mental authorities", "ACLU", "USYRU", "any responsible person", "Latitude 38" (thanks a lot) and "God". One person simply wrote, "That's the

problem."

5. If it were possible (it's not) for a 'manifestly unsafe voyage' recipient to have a choice — either correct the specified deficiencies to his boat or sign a waiver absolving the Coast Guard and anyone else of any responsibility to rescue him if something goes wrong — would it be something you'd support?

MANIFESTLY UNSAFE VOYAGE —

Here is one last letter on this Signal of Peace business, and hopefully — hopefully — I can put the proper perspective on it so we can clear this whole mess up once and for all.

The question I am left with after reading your November issue is this: why in the hell are we encouraging, and in some cases forcing these clowns in these ridiculous little boats with grandiose dreams to carry EPIRBs? This strikes me as almost identical to putting "kick me" signs on the butts of everyone from the captains of merchant vessels down to the average taxpayer.

Wouldn't it make more sense to do the exact opposite? Tell these guys to take their EPIRBs back to the store where they bought them, get their money back and spend that money on saving their own silly asses rather than relying on the U.S. taxpayer to do it for them?

If I suddenly lost three quarters of my marbles and had \$1,500 in my pocket from returning my 406 EPIRB, the first thing I would do is go down to a tire store that specialized in heavy equipment and get the biggest innertube they had. Not some high-volume innertube with an dinky little hole that you couldn't sit in for more than 15 minutes without needing a chiropractor. No, I would get a big innertube with a big hole that I could stretch out in and relax.

I'd install a nice little self-bailing plywood deck in the middle of the innertube using nylon straps with cambuckles like river runners use. To inflate it on board, I'd go down to the auto parts store and buy a small tank of compressed air like towtruck drivers carry. Now I would have a nice, solid little raft that I could inflate in a hurry.

The next thing I'd do is go down to the Army surplus store and buy at least two .50 caliber ammo boxes and bolt them to the deck. Now I'd have a nice, sturdy, easily-inflated raft with indestructible watertight lockers.

With what's left of my \$1,500, I'd buy a waterproof VHF, a survival suit, a small power survival watermaker, appropriate fishing tackle and a small harpoon — paying careful attention, of course, to keeping the tip properly covered. The last things I would buy are about 30 cans of Dinty Moore beef stew and a bottle of vitamins. I would fiberglass these, then put them in a stout nylon bag that I could hang over the side of the raft when I wasn't in survival mode, which I imagine I would be about 80 percent of the time.

There you have it. My best effort at putting together a stupidity adventure survival kit for less than the cost of an EPIRB. Of course, if you have a cheaper EPIRB you might have to downscale a bit.

I like my plan for the following reasons: 1) It eliminates the contents and need for a letter such as Admiral Gilbert's. 2) It promotes old fashioned American values, like standing on your own two feet. And 3) I actually think it is safer. When the shit hits the fan, the sky gets dark, the wind starts to howl and the waves build up — and just like all those people predicted, the boat is coming apart and there's no way to fix it — would you rather be standing there in your lifejacket holding your EPIRB or standing in your survival suit inflating your innertube? You be the judge. I always seem to come out better relying on myself than depending on others.

— Jim Evans, Flagstaff

If these people wish to take these idiotic hazardous journeys into the ocean, let them. But first have them sign a contract absolving all private and governmental entities of the responsibility to assist should their foolishness put their lives in danger. But wait . . . isn't committing suicide against the law, too?

— J.L., Lake Tahoe

If foresight was as accurate as hindsight, we could then stop the Donald Crowhursts and Joes before departure, while allowing the Christopher Columbuses and Jim Evanses of the world to indulge their desire for freedom and adventure in the 'stupidity adventure business.' The French impose far stricter safety standards than does the U.S. Coast Guard, so it would seem that you at Latitude 38 do contribute to both safety and reader education by bringing matters of questionable seamanship to the attention of the Coast Guard and your readers.

Thanks and keep up the good work. If nothing else, it makes for great reading and wonderful discussions around the anchorage.

— S.H., Los Angeles

Your question number 5 seems to me to be the crux of the "manifestly unsafe voyage" question. I think that it is okay for Big Brother — in this case, the USCG — to impose its opinion of seaworthiness on vessels it is obliged to rescue. However, sailors ought to be given the opportunity to sail free of Coast Guard responsibility if they choose to.

It is important to note that the rescue of Daisuke Kikuzawa's Wild Sheep of Arcadia caused the USCG hardship and the American taxpayers \$250,000 because he activated his EPIRB in hope of rescue. Without Coast Guard intervention, Mr. Kikuzawa would have gone quietly to sea without an EPIRB, and wouldn't have been able to call for help. He might have perished or he might

I am a yacht broker. Last January I sold a boat to a novice sailor. After the sale, I learned of his intentions to sail it to Hawaii with his child bride. Nothing I could say would deter him, even when I told him in his wife's presence that I thought he was going to kill her in this pursuit. I wish I had known that the Coast Guard was empowered to declare such a thing as an MUV. I would have turned him in a minute. (Now that I do know about MUVs, I wouldn't hesitate to report what I thought to be one.)

My client made it — in 48 days. He feels like a hero, who was successful despite all naysayers. I'm glad he's alive to have proven me wrong, but he hasn't changed my mind in the least. His recklessness cost his family untold heartache for a month. It gave the Coast Guard great concern (and cost who knows how much money), and left many caring humans with great pangs of conscience.

— P.G., Marina del Rey

Yes	No	(no ans)
56%	38%	6%

This one surprised us. We're with philosopher John Donne when he said "any man's death diminishes me. . . . Never send to know for whom the bell tolls; it tolls for thee." On the face of it, however, the majority of you would just as soon let ill-prepared sailors 'freedom of choice' themselves into oblivion.

But we're giving everyone the benefit of

the doubt on this one. It is, after all, a hypothetical question. Many respondents accurately pointed out that: 1) such a waiver will never happen; 2) the family would probably sue if the Coast Guard didn't respond despite a waiver; and 3) even if the Coasties didn't, fellow sailors would feel compelled to. The whole question, said one respondent, "is too much of an ethical dilemma."

6. If you thought you were the only one who realized something was wrong with someone's preparations for sailing offshore, would you:

a. do nothing	1%
b. inform him or her about how you felt	78%
c. try to talk him/her out of going	61%
d. offer to tow the boat out the Gate	3%

TO GO, OR NOT TO GO?

have survived; either way it would have been his own private movie.

I believe you at Latitude overstepped your bounds by reporting 'Joe' and Signal of Peace to the inflexible bureaucracy of the Coast Guard, which was then left with no choice but to remove from 'Joe' his right to free expression. It is desirable to have a government body willing to use its vast maritime experience to insure the safety of our boats — so long as we can choose to ignore them. Sailors like Mr. Kikuzawa and Joe should be allowed to go to sea in whatever they wish, but instead of being forced to carry flares and EPIRBs, they should be prohibited from carrying them.

— R.B., Suva, Fiji

All the discussions of the Signal of Peace story we have read in the pages of Latitude 38 are a 'manifestly unsafe voyage' into human philosophy. For myself, the trouble has been the duality of the concept of freedom. We are caught between the individual's right to choose his own lifestyle, and the impact that choice has upon other individuals and society as a whole. Who has the right to tell me how to play out my life? What gives you the right to impact my life in a negative way? There is a place where we can draw the line between my right and yours. We do it all the time. There are jails full of people who have crossed those lines. The real question in this case is, where is the line?

I have been running wild rivers since the mid-'70s, so I probably would have been one of those who told Jim Evans he was a fool to ride innertubes down the Colorado River. Still, if he wants to do that, why should I care? Because if his 'manifestly unsafe craft' comes apart in mid-trip, it's going to cost me. The Forest Service will have to go in and get him, and his innertubes will be washing up on reasonably pristine wilderness beaches for the enjoyment of all. My position is if Mr. Evans wants to be in the 'stupidity adventure business', he needs to consider my rights also. I believe my government (in this case, the US Forest Service) has the right to assess the potential cost of rescue and clean-up — and deny or permit Mr. Evans access to the river on that basis.

e. contact Coast Guard 46%

f. other 12%

Multiple answers were okay on this one, thus the odd percentages. Most of those who did circle more than one answer indicated a chronological order, which was invariably 'b', then 'c', then — "as a last resort" — 'e'.

By this point, many survey respondents were also apparently in the mood for a little fun. Under 'other', they wrote in such things as, "take bets", "take video", "pray", "call

It's the same old crap. Some folks think they shouldn't have to wear seat belts, motorcycle helmets, etc. We're infringing on their 'freedom'. Although it is extremely difficult, society has the right to expect reasonably responsible behavior and to take steps to restrict stupidity.

— B.B., Seattle

Now, what about the 'offshore' Balboa 16 and the Signal of Peace? Mr. Evans and 'Joe' seem to have made similar choices. I would be saddened if either of these gentlemen lost their lives at sea this way. If I received a Mayday from them I would do all in my power to aid their rescue and would want my government to do likewise. The tradition is to rescue first and judge a sailor's sanity later. Once again, we are struck with a person's right to live free conflicting with the rights of another to do likewise.

To sum up, if 'Joe' and Jim Evans are intent upon being inconsiderate of my rights, I should return the favor. Let's try some changes to the 'manifestly unsafe voyage' rules. Since the trouble starts with a call for help, maybe the USCG should allow an MUV vessel to leave, but only after pre-departure inspection to make sure it has no means of wireless communication, including flares, flags, radios and EPIRBs. We wouldn't know if they got in trouble and would incur no rescue costs. We wouldn't know if they were lost until they didn't show up at the destination.

If that is not acceptable, they could post a bond for the potential cost of rescue with the Coasties prior to departure. This way they could take responsibility for their own actions and lives. And that's the rub. It is my position that if you want to be in the 'stupidity adventure business', you need to make sure you are taking responsibility for yourself. The 'stupidity adventure business' should not be the 'irresponsible stupidity adventure business'. Along with the freedom to do as you please is the duty to protect the same right for others.

— C.S., San Francisco

Latitude 38 and hope for story", "wish bon voyage", "not loan him/her any gear", "notify Dan Quayle", "advise the next of kin", "take him outside the gate for a ride in a kayak" and "pull the cork".

On the more serious side came such answers as "let them go without an EPIRB", "make him pay for any rescue by the Coast Guard", and "report to the Coast Guard only if other parties were involved in going on the voyage."

Respondents ranged in age from 22 to 73, with the mean being somewhere in the mid-to-late 40s. Years of sailing experience varied widely, from one brave soul who admitted to "very little" to a 46-year-old fellow who had 47 years of sailing experience. (His mom must have been a sailor.) Most respondents, if we are to trust them, have been sailing at least half their lives. Although we didn't ask specifically, about 90% of respondents appeared to be men. Letters came from all up and down the West Coast, Hawaii, a few from back east, one from Fiji and one from China.

A surprising number of respondents included letters along with their survey forms. And a surprising number of those compared the MUV issue to the current motorcycle helmet law in California. Enacted a year ago, that law requires all motorcyclists in the state to wear helmets when riding. (This used to be optional.) The main reasoning behind its implementation was to reduce the huge amount of money spent by the state to save bikers with head injuries and, in many cases, to care for the disabled ones at state expense, sometimes for the rest of their lives. Most motorcyclists, however, have rallied against the law because it removed — guess what? — their freedom of choice. The fight for repeal rages on.

Comparing the helmet law to manifestly unsafe voyage does work on some levels, but to be honest, we rejected it early on. For one thing, the MUV is not administered to all boats. Most of us will never have to worry about it. For another, the MUV law is nothing new. It has been on the books for years. It was designed to stop commercial ships from proceeding when they shouldn't. For example, a tanker that has gone aground might not be allowed to leave port until proper repairs — rather than a quickie patch — are made. (Hopefully, that's one we can all agree upon.) Only recently, like in the last 10 years or so, has Manifestly Unsafe Voyage been applied to recreational craft.

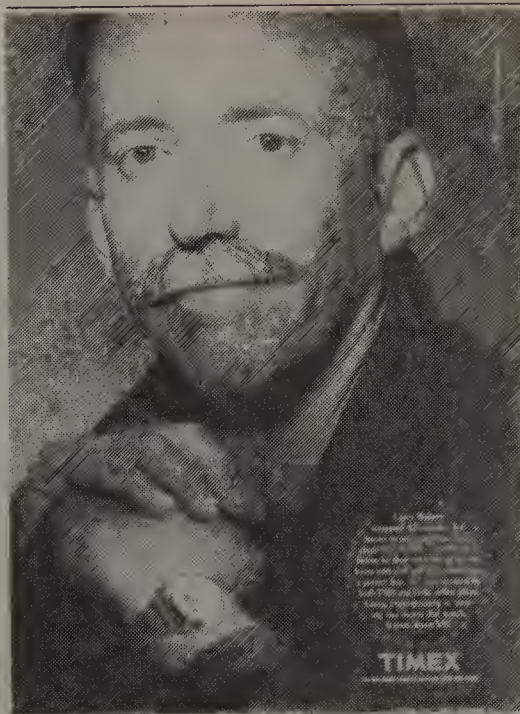
So where does that leave us? Well, despite some excellent arguments from the other side, our minds have not been changed. We remain convinced that we did the right thing in helping stop the disaster waiting to happen that was Joe and Signal of Peace. Should we ever encounter a similar boat and skipper, we'll more than likely try to stop that one, too. (Although, per your observations and opinions, we'll put a lot more effort into talking the skipper out of it before we contact the Coast Guard.) As we said in November, promoting safe sailing is part of our *raison d'être*, and we've never felt this responsibility stopped on the printed page.

MANIFESTLY UNSAFE VOYAGE

How likely is it? Not very. In 15 years of publishing, *Signal* is the first and only vessel we have felt this way about. We've done hundreds of stories on inexperienced people voyaging on well-found boats — and on supremely experienced sailors aboard boats we wouldn't sail across the Bay. We didn't try to stop any of them.

But Joe was a special case. We have to think that at least some of you who voted to 'let him go' would change your minds if you had been in our shoes that day — if you'd actually had the chance to talk to him and see his boat in person. Once again, this wasn't an experienced sailor taking a calculated risk. This was a man who had no idea what he was doing. Therefore, just because he wanted to go is (to us) a pretty lame reason for letting him go.

Like the much larger issues of abortion and the death penalty, we could continue to argue the *Signal of Peace*' 'manifestly unsafe voyage' question until we're all blue in the face — and still never arrive at one final, ultimate answer. Because there isn't one. There are many. It all depends on your perspective and your priorities. If you want to



Not all questionable voyages take place on the ocean — or end up badly. Take Larry Walters. A few years ago, he attached balloons to a lawn chair and took off, making it to 16,000 feet (and being sighted by several airliners), before he shot out a few balloons with a BB gun. Now he does Timex watch ads. Go figure.

be morally correct, you stop *Signal of Peace* from going. If you want to be politically correct, you let him go. Economically, you'd

stop him. And so on, mix and matching permitted.

As a parting thought, we'll leave you with a question we wish we'd asked but didn't: "Would your opinions on any of this change if you found out that Joe had decided to take his wife and four children along?" Even if you're one of those who would let Joe go where he wants when he wants no matter what — could you condone him taking five trusting innocents with him? It is, after all, his freedom of choice to do so. (Those numbers are accurate, by the way. At the time we talked to Joe, he mentioned there was even a fifth child on the way.)

We can only wonder at the responses that on might have generated.

Is this the end of the *Signal of Peace*/manifestly unsafe voyage controversy? We doubt it. In fact, judging from the letter excerpts on the preceding pages, in some ways it seems like the dialogue is just beginning.

— latitude/jr

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JACK FROST SERIES —



If every picture tells a story, this scintillating frame suggests the whole December 19 Jack Frost Series could be summed up in four words: "No wind. The end." Fortunately, things weren't all that grim; they just threatened to be for most of the day.

With a start/finish just north of Treasure Island, the Encinal YC race committee managed to get off three divisions worth of the 127 starters before the wind died the first time. After a 45-minute postponement, the sequence started again. As it turned out, the last division started just as the first IMS boat approached the finish.

Do we have to mention that all classes were given the shortest possible course? It still took most boats around 3 hours to complete the diminutive 5.2-miler. You could swim it faster than that, except they don't call it the Jack Frost Series for nothing. We have to think the idea crossed some people's minds anyway — when the wind died the second time, it stranded more than 40 boats, resulting in straight DNF's in the last six divisions. Oh well, such is midwinter racing. For more explosive action, buckle your seat belts and turn the page.

IMS A — 1) **Terminator**, Peterson 42, Steve Sundeen; 2) **Bang**, N/M 41, Max Gordon; 3) **High Risk**, Smith 43, Jim Mizell. (6 boats)

IMS B — 1) **Petard**, Farr 36, Keith Buck; 2) **Jackrabbit**, Peterson 49, Dave Liggett. (4 boats)

F-24 — 1) **Try Me**, Gary Helms; 2) **Strider**, Bob Johnson; 3) **Pau Hana**, John Brady. (6 boats)

PHRF A (0-120) — 1) **Bloom County**, Mancebo 31,

Mark & Carl Ondry; 2) **Excalibur**, Santana 35, Byron Mayo; 3) **Svendle**, Custom 38, Svend Svensen; 4) **Pegasus XIV**, Newland 368, Dan Newland; 5) **Sabra**, Wylie Cat 39, Michael Katz. (14 boats)

OLSON 30 — 1) **Hoot**, Andy MacFee; 2) **Zephyros**, Dave Oliver. (4 boats)

J/105 — 1) **Cheap Date**, Alan Prussia; 2) **Jest**, Jim Cascino. (5 boats)

PHRF D (ULDB) — 1) **Hurricane**, Moore 24, Adam Sedag; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Twilight Zone**, Merit 25, Paul Kamen; 4) **High Frequency**, Wavelength 24, Woods/Quinn; 5) **ShareHolder**, Holder 20, Gary Albright. (11 boats)

PHRF E (120-160) — 1) **Scoop**, Wylie 34, Michael Clarke; 2) **Chili!**, Santana 30/30, Michael Maurier; 3) **Mustang Sally**, Wylie Cat 30, Dave Wahle; 4) **Wind Chaser**, Ericson 35 Mk. III, Patti & Dick Cranor; 5) **Mad Hatter**, Wylie 34, Fisher/Hickman. (16 boats)

PHRF F (161-180) — 1) **Warhawk**, Hawkfarm, Bill Patience; 2) **Viking**, Santana 525, Matt Soderer; 3) **Lelo Too**, Tartan 30, Emile Carles. (7 boats)

CATALINA 30 — 1) **Outrageous**, Ken Speer. (4 boats; all others DNF)

SANTANA 22 — 9 boats; all DNF.

PHRF H (181-above) — 9 boats; all DNF.

CHALLENGER — 1) 4 boats; all DNF.

PHRF I (Non-Spinnaker) — 8 boats; all DNF.

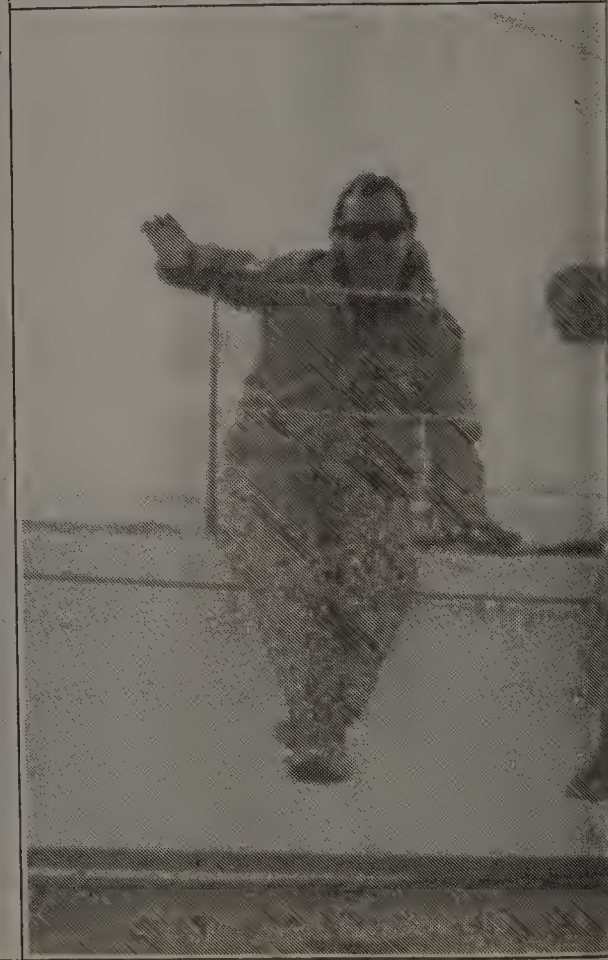
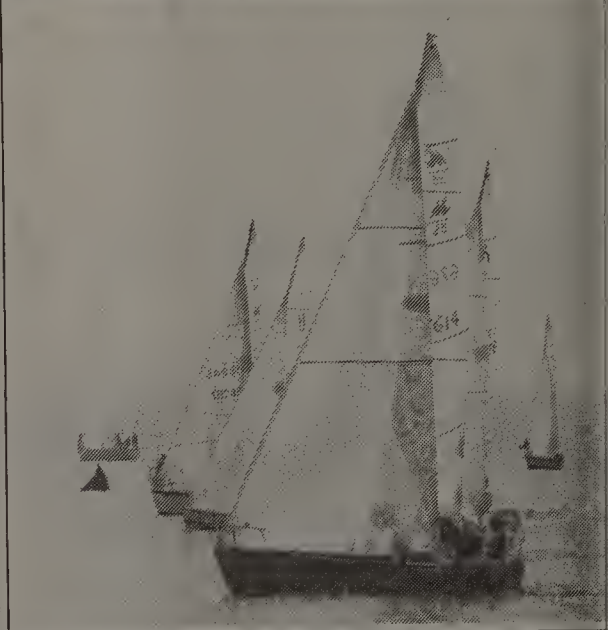
PHRF J (Non-Spinnaker) — 4 boats; all DNF.

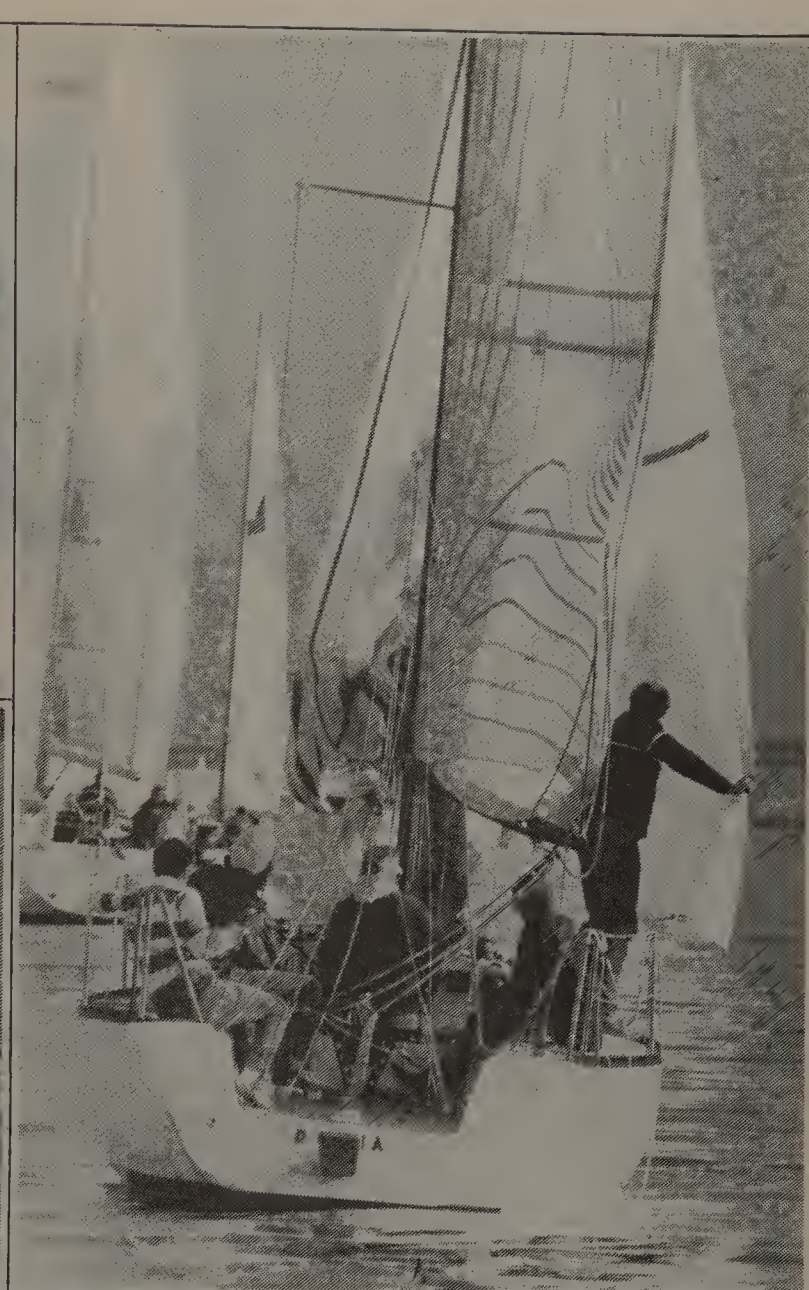
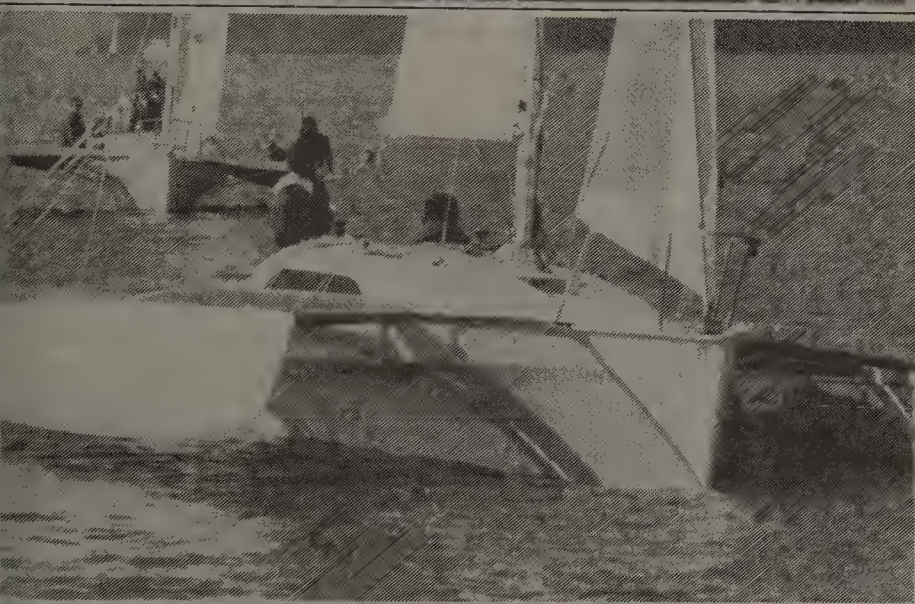
CATALINA 34 — 7 boats; all DNF.

ALL PHOTOS NANCY WHITE

STILL LIFE IN WINTER







Some Like

the california to mexico

The big news in Cabo San Lucas this month is that McDonald's just purchased the signature arches at Land's End and has plans to convert them into a fast-food sail-up taco stand. After dynamiting the rocky outcroppings into submission, the plan calls for liberal use of neon lights, a rotating eatery on top, and a float-by window down below for boats. Okay, we're kidding — but given all the other changes occurring in Cabo these days, can this be far behind?

Speaking of changes, the sixth annual *Some Like It Hot Rally* is a little different this year. It's still the loosest, most unstructured sailing event ever devised — just sail into Cabo any time between November and the end of January and sign our logbook — but now, since the demise of Papi's Deli, we have a new check-in point. It's a good-time sports bar and grill called The One That Got Away, located a stone's throw from the popular (and cheap) Mar de Cortez Hotel. From all accounts, owners Pam Woods and Derek Ostrander, along with former Papi's purveyor Karen Oyanguren (who still runs the morning net), have been taking great care of the Class of '92-'93.

Pam, in fact, cooked over 100 pounds of turkey with all the trimmings for a big Thanksgiving potluck dinner, apparently the highlight of the cruising party circuit to date. However, preparations were underway for an even bigger Christmas Eve dinner, and of course the mandatory New Years Eve party. Juggler Ray Jason of *Adventura* is in town, and is scheduled to do his thing on both

occasions. Hopefully, we'll have reports and pictures on these events next month, as well as any other hearsay, rumors and small talk that's fit to print.

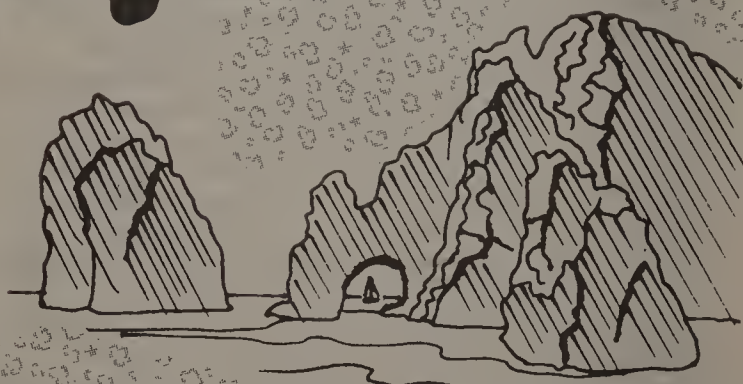
Hot Ralliers through early December are listed below. Our staff is looking forward to meeting some of them at La Paz in January (grand opening of the Moorings new charterboat base), Puerto Vallarta in February (after the PV Race) and Isla Partida in early April (Sea of Cortez Race Week). See you there!

- 1) **Aurora** / Freedom 38 / Roger Wales / San Francisco.
- 2) **Riga Strand** / Unknown / 'Frank' / Oxnard.
- 3) **Sun Catcher** / Bertram / Florida / Mark Bull.
- 4) **Irish Wonder** / Mickelson 48 / Paul Fecteau / San Diego.
- 5) **Tropic Bird** / Crealock 37 / Glenn Goldsmith / San Francisco.
- 6) **Wild Oats** / 46' Sloop / Frank Hoffman / San Diego.
- 7) **Jambo III** / Beneteau 456 / Jean Hart / Bainbridge Island, WA.
- 8) **A'Poll** / Baltic 42 DP / Blake Thomas / Kansas City, MO.
- 9) **Hanalei Bay** / 69' Sloop / Franz Gradler / Vancouver, BC.
- 10) **Arlynn** / Samson 49' ketch / Jerry Wilber / Antioch.
- 11) **Starship I** / N/M 68 / Mike Holleran / San Diego.
- 12) **Avanti I** / Freeport 36 / Diana & Jim Johns / Monterey.



it's Hot!

cruiser's rally



- 13) **Dolpin Dance** / Baltic 43 / Dan Whiteley / San Francisco.
- 14) **Arcadian** / Chris Craft 38 / Chuck Silvers / Long Beach.
- 15) **Halcyon** / Mariner 48 / Jack Schaeffer / Santa Cruz.
- 16) **Heart of Gold** / Schumacher 50 / Jim & Sue Corenman / S.F.
- 17) **Post Flight** / Cheoy Lee 35 / Mike & Bev Bellile / St. Louis.
- 18) **Keoke** / Tayana Vancouver 42 / Alan & Beverly Nixon / SF.
- 19) **Leuendissa** / Morgan 38 / Hal Pruett / Albuquerque, NM.
- 20) **Windborne** / 40' Ketch / Dale Duthcher / Sauvie Island, OR.
- 21) **Popaki** / Catamaran / Frank Bell / Missouri City, TX.
- 22) **Kismet** / Pearson Vanguard / John Ferris / Vancouver, BC.
- 23) **Camelot** / Yorktown 39 / Bob Carmen / Ventura.
- 24) **Mirage** / 43' Cutter / Chuck Silvers / Two Harbors, CA.
- 25) **Free Spirit** / Ketch / Ralph Tennant / San Diego.
- 26) **Rari** / Baba 30 / Brian James / Redondo Beach.
- 27) **Danran** / Ericson 38 / Jim Ross / Everett, WA.
- 28) **Moon Dog** / Unknown / Lee Daniels / Portland.
- 29) **Chance** / Santa Cruz 70 / Jim Drake / San Francisco.
- 30) **Spirit** / 43-ft Ketch / Daniel Estrada / Portland.
- 31) **Primrose Lane** / 40-ft Trawler / Don Rogers / San Francisco.
- 32) **Friedel** / 43-ft Power Yacht / Fred Frugh / San Francisco.
- 33) **Aventura** / Farallon 29 / Ray Jason / San Francisco.
- 34) **Kismet** / TriDiver A-A / Larry Langston / Oceanside.
- 35) **Seymour's Sallon** / Morgan 41 / Irv Seymour / Seattle.
- 36) **Shibui** / Norseman 447 / Brian O'Neill / Seattle.
- 37) **Skandi** / Morgan 41 / Georg Bloksgaard / Marina del Rey.
- 38) **Silver Passage** / CT 47 / Barney Hall / San Pedro.
- 39) **Cygnus** / Cascade 36 / Jim Olney / Portland.
- 40) **Restless** / Cheoy Lee 35 / Larry Richert / Santa Barbara.
- 41) **Kamakahl** / Hans Christian 38T / Andrew Frase / San Francisco.
- 42) **J.P. Christomat** / Morgan 46 / Scott Daley / Ventura.
- 43) **Lady Kathryne** / Hylas 42 / Fred Perrill / San Diego.
- 44) **Carpe Diem** / Catalina 42 / Joan Fisher / Long Beach.
- 45) **Glissade** / Crealock 37 / 'Mike' / Anchorage, AK.
- 46) **Illusion** / Fantasia 35 / Clif Lindgren / Vashon Isl.
- 47) **Te Loa II** / Ketch / Ben Turner / Santa Barbara.
- 48) **Atlantean** / Fast Passage 39 / Greg Smith / Seattle.
- 49) **Adeline** / Peterson 44 / Matt Lewis / Seattle.
- 50) **Skye** / Norwest 33 / Andy Lutz / San Francisco.
- 51) **Namaste** / Pearson 385 / Richard Gott / Santa Cruz.
- 52) **Allelula** / 38-ft Steel / Byron Skaug / Newport.
- 53) **Setting Sun** / 32-ft Sloop / Harvey Kent / Pt. Richmond.
- 54) **Distant Vision** / 31-ft Tri / Pete Miller / Las Vegas.
- 55) **Delphina** / Freeport Islander 41 / Nancy Heinesen / L.A.
- 56) **Hull-O** / Santana 39 / Bob Hull / Vallejo.
- 57) **Simpatlco** / Rawson 30 / David Kaye / Ventura.
- 58) **Wind Dancer** / Hunter Vogel 30 / James Turn / Victoria, B.C.



LATITUDE/ROB

Some Like it Hot!

- 59) **Tenderoffer** / Ericson 35 / Chuck Alpar / San Francisco.
- 60) **Scottish Mist** / Westsail 42 / Paul McDonald / San Francisco.
- 61) **Blue Sapphire** / Spencer 35 / Lorne Wonnick / Victoria.
- 62) **Magic Tern** / Unknown / Tanya Allen / Pauma Valley, CA.
- 63) **Malca** / Primrose Sloop / David Wood / Jervis Inlet, B.C.
- 64) **Sparkler** / Cal 34 / Mick Brockman / Marina del Rey.
- 65) **Vagabundo** / Bristol Cutter / Hospers-Suddards / S.F.
- 66) **Spirit** / Tayana 52 / Steve Foster / Anchorage, AK.
- 67) **Antares** / 34-ft Roberts / Joachim Practzel / Edmonton.
- 68) **Calaveras** / Cal 36 / Norman Heaney / Houston, TX.
- 69) **Sheri Lynn** / Ericson 39 / Steve Gale / San Francisco.
- 70) **Awsare** / Columbia 34 / Oscar Haglund / San Pedro.
- 71) **Stal Delfin** / Folkes 39 / Lance Baughman / Portland.
- 72) **No Tomorrows** / J/35 / Jim Lee / San Francisco.
- 73) **Moby Dick** / Valiant 40 / Paul Josephson / Hood River, OR.
- 74) **Carlad** / Challenger 32 / Jim Cullen / Ventura.
- 75) **Alley Cat** / Catalina 38 / George Aguilar / Los Angeles.
- 76) **Sugar Blues** / 39-ft Tri / Harry Abbott / Vancouver.
- 77) **Renaissance** / Valiant 40 / Barbara Watson / Marina del Rey.
- 78) **Quest** / Atkin Cutter / Paul Behaken / San Francisco.
- 79) **Tiki Huts** / Wharram 46 Cat / Scott Plummer / Salem, OR.
- 80) **Unicorn** / 41-ft Cutter / Pete Hamilton / Seattle.
- 81) **Anna** / 25-ft Cutter / Steve Bernard / Marina del Rey.
- 82) **The Farm** / Ranger 33 / R. Schneider & D. Daly / Santa Rosa.
- 83) **Zinfandel** / Peterson 44 / Charlie Bennett / San Francisco.
- 84) **Blaze** / Unknown / Powell Family / Seattle.
- 85) **Celand** / Roberts 34 / Bruce Stewart / Calgary.
- 86) **Prairie Lady** / Roberts 53 / Gary & Grace Southwood / Calgary.

- 87) **Sweet Surrender** / MC 39 / C. & P. Voreman / Vancouver.
- 88) **No Contest** / Contest 385 / Roy Green / Comox, B.C.
- 89) **Good Medicine** / Athena 35 / G. & E. Harding / Whitefish, MT.
- 90) **Zephyr** / Cheoy Lee 32 / D. Gnavitz & S. DeVries / San Diego.
- 91) **Kinship** / Norseman 447 / McCarthy Family / Portland.
- 92) **Tierna** / 40-ft Cutter / Fred Hizsa / Vancouver.
- 93) **Nata Satla** / Rhodes Bounty II / Dan Brame / Half Moon Bay.
- 94) **Shingebiss II** / Sceptre 41 / L. & M. Bailey / Seattle.
- 95) **Noelani** / Vindo / Stephanie Tael / San Francisco.
- 96) **Jonlata** / Freya 39 / John Dilworth / San Francisco.
- 97) **22 Windward** / Tayana 52 / B. & H. Clute / Newport Beach.
- 98) **Karabee** / Cape George 36 / D. & K. Gosnell / St. Louis, MO.
- 99) **Nissa** / Unknown / The Dalles / Oregon.
- 100) **Oceana** / 40-ft Cutter / Barrie & Jeanette Poole / San Diego.
- 101) **Interlude** / Tayana 37 / Ken & Carol Pierick / Houston.
- 102) **Charlie Girl** / Maple Leaf 50 / The Montgomerys / Portland.
- 103) **Snow Goose** / Cal 2-46 / Ron & Anna Whitman / Portland.
- 104) **Constance** / Peterson 44 / The Sharps / Flounder Bay, WA.
- 105) **Doy** / Beneteau 50 / James Summers / Juneau, AK.
- 106) **Yes Dear** / Powerboat / Harry Miley / Huntington Beach.
- 107) **Amazing Grace** / Pearson 36 / Ron King / Sausalito.
- 108) **Cecilia Yachts** / Benford 39 / Douglas Darrock / Oregon.
- 109) **Magic** / Dana 24 / The Clarks / Newport, OR.
- 110) **Omega Answer** / CS 36 / B. & R. Johnson / Naniamo, BC.
- 111) **Dumela** / Pearson 424 / T. Lorenzo & A. Coleman / England.
- 112) **Marlah** / Alden Sloop / Unknown / San Francisco.
- 113) **Homebrew** / Fraser 42 / Robin Thornton / Vancouver.
- 114) **Tynamara** / Spencer 53 / Michael Rudolph / Coos Bay, OR.

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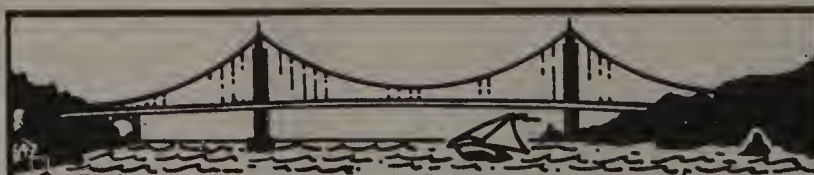


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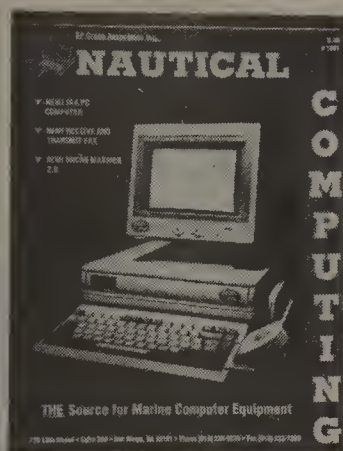
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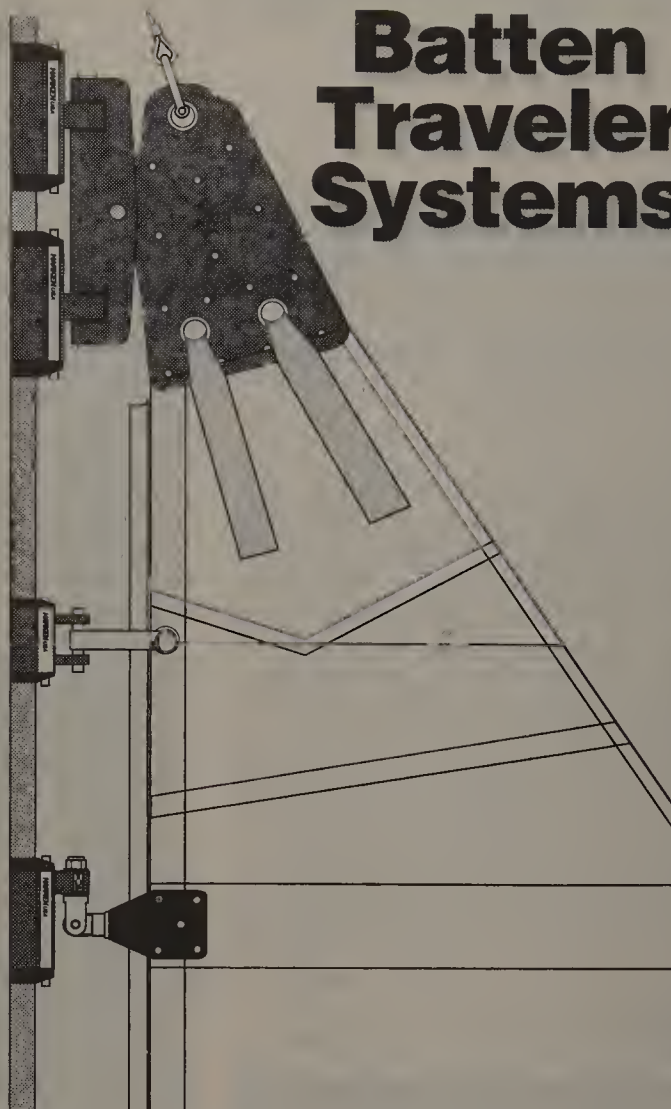
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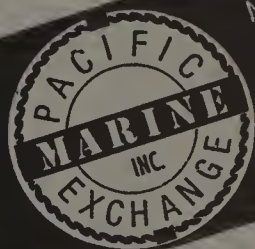
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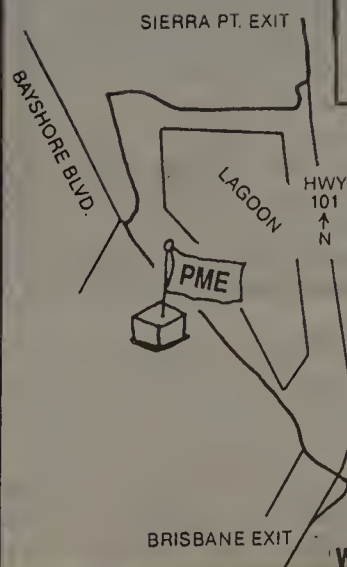
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SAILING IS ONLY

The great fishermans race of 1930, when the Gertrude L. Thebaud of Gloucester beat out the Nova Scotian Bluenose, marked both the pinnacle and the beginning of the end for commercial fishing under sail. The first fishing vessel to hit the docks continued to fetch the best price, but that speed was coming ever more from internal combustion engines and ever less from sails. Slowly but surely, the lovely, tall Gloucestermen schooners were giving way to stump-masted power craft whose only use for canvas was as steadying sails.

An era was ending.

It is 3:30 in the morning, not an hour when most sailors choose to slip quietly away from the dock. But then *The Queen* is not your average sailboat. A closer look reveals that this 50-ft ketch-rigged motor-sailer is equipped with hydraulic gurdies, stout trolling poles, nearly 500 pounds of lead cannon balls, and buckets and buckets of salmon gear with odd-sounding names. Her fish-hold amidships holds a ton of ice this day, and she carries over 600 gallons of diesel fuel, as running the engine will be necessary for maneuvering and running the hydraulics. Belowdecks, she is as fitted out and cozy as the most luxurious yachts on the coast, with captain's quarters aft, separate crew quarters, and a galley to please any gourmet chef.

Out at 30 fathoms, the gaff-rigged

months ago singlehanded the Master Mariners Race with a respectable finish.

And over there is the 50-ft steel schooner *Ladyhawk*. Just beyond her, the 53-ft *Southern Cross* . . .

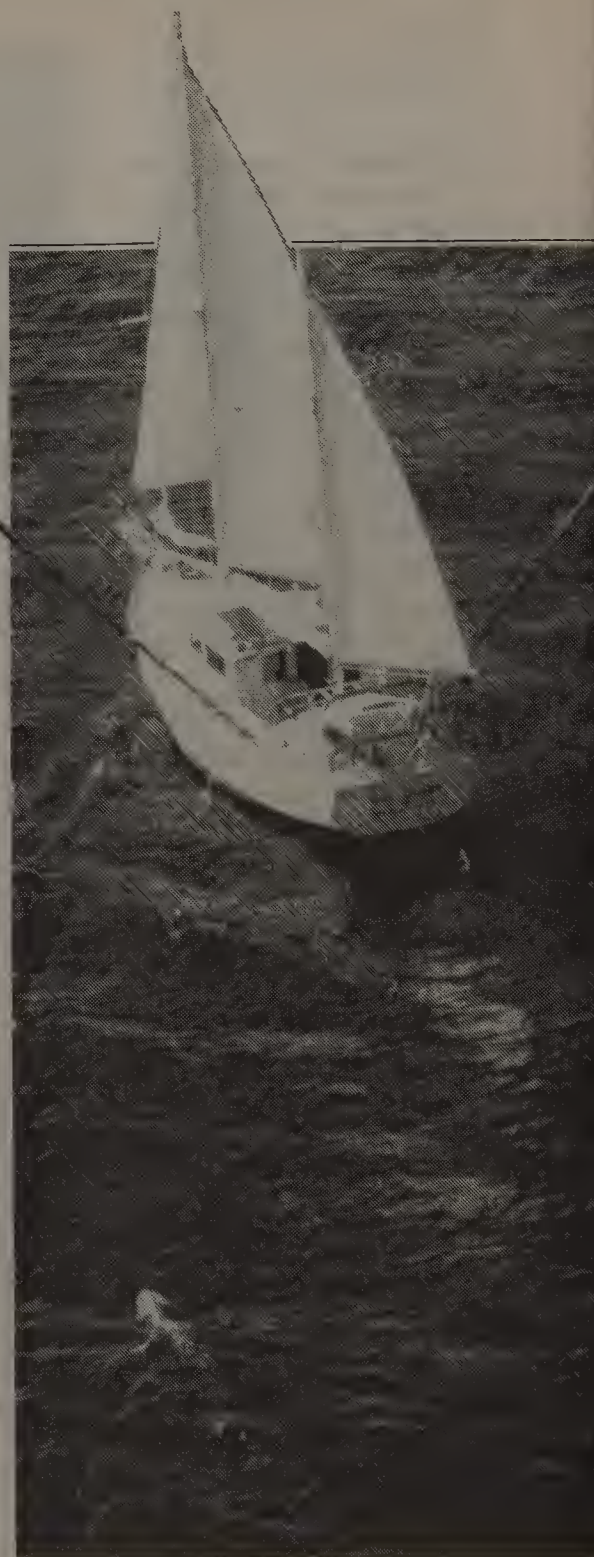
What to make of these modern day sailing fishermen, these singularly independent skippers determined to mix the rigors of the fishing lifestyle with the skills and hard work necessary to sail a heavily-laden boat under often adverse conditions, and make a living from it?

Well, ironically, the very internal combustion engine that doomed the old Gloucestermen may have contributed to the small renaissance in fishing under sail. Following the energy crisis of the mid-'70s, the federal government sponsored seminars for fishermen, encouraging them among other things to buy or build sailing vessels to conserve precious fuel.

A few, like *The Queen's* Dick Williams, thought the suggestion was a good one. A commercial fisherman on powerboats since 1969, Dick began looking around at sailboats during the '70s, when fuel became prohibitively expensive. One such 'shopping trip' was up to Port Townsend to check out the Skookum yard, which did a brisk business during the fuel-crisis years building sailing fishing boats. While the Skookum boats were a little rich for Dick's blood — a basic stripped-down hull could run \$225,000 — he did come across the *Atherton Queen*, which at the time wasn't exactly looking her best: she was beached following a sinking in 60 feet of water off Pillar Point Harbor.

She had been high-bid for salvage by some local fishermen who planned to gear her up for albacore. Williams fell in love with the boat, but couldn't convince the new owners to part with her. Less than a year later, however, in the Spring of '79, the renamed *Black Queen* broke off her mooring in a storm and rolled onto the beach again. The old wooden boat sustained considerable additional damage even as she was still undergoing reconstruction. This time the owners approached Williams about buying the boat, and he didn't have to think twice before saying yes.

It took seven and a half years on the hard at Anchor Marine Boatyard to rebuild the



1934 William Hand wooden boat to Dick's specifications and outfit her as a commercial fishing vessel. By launch time in August of '87, a beautiful 'fishing yacht' had come to be. William Hand would have been proud: besides being a renowned designer of sturdy, useful boats, in the 1920's Hand had also been a professional sword-fisherman, working from one of his own schooners. *The Queen* was now ready to live up to his expectations.

Of course, Williams added extras that Hand had never even dreamed of. At the time of her launch, this fishing vessel was like no other on the coast. Besides a diesel stove for cooking and cabin heat, she boasts a color TV/VCR, 8-kw generator, washer and dryer, microwave and hotplate. Solar panels run the galley refrigeration and a host of



Dick Williams prepares a salmon for ice-down.

schooner *Wilhelm H. Starck*, under full sail, plies the fishing grounds this same morning, also for salmon, her skipper having just a few

HALF THE FUN



MARTHA STANTON

'The Queen' at work. Above, steaming out to the fishing grounds; spread, trolling with her salmon gear out (a crewman is netting one off the stern); below, a crab pot comes aboard.



electronics, including radar, Loran, digital depthsounder and water temp gauge, a color screen fishfinder, autopilot, CB, VHF, SSB, stereo system, automatic foghorn, hailer and intercom system. *The Queen* also has a demand pressure water system, an 8-foot inflatable secured to the foredeck, four survival suits, and an automatic fire control system in the engine room.

During salmon season, which runs from May through September, *The Queen* fishes from the shoreline outside her homeport of Half Moon Bay up to the Farallones, a three-hour trip at 8½ knots under power. While fishing with the fleet — which can be up to 300 boats in a good 'bite' — "It's difficult to



STEVE LITTLE

When added to her beam, 'Blue Dolphin's 40-foot trolling poles give the boat around a 90-foot 'wingspan'.

work under sail because of maneuverability concerns," says Dick. "Also, the wind and currents have to be just right, although even

the powerboats frequently use their steady-ing sails, which act as roll-inhibitors."

With gear that can go down to 300 feet, the vessel usually trolls at 2½ to 3 knots. Before leaving the breakwater, her 37-foot fir trolling poles are let out at a 45° angle. This involves moving and re-fastening the fore-stays. The poles remain out while underway to the day's fishing grounds, and the gear put on upon arrival. Gearing up can take an hour, so everything is usually prepared in advance and standing at the ready. Since this boat can hold 1½ tons of fish on ice, Williams keeps plenty of extra gear ready as a back-up.

After Salmon Season there are about six weeks to prepare for Crab Season, which runs from the second Tuesday in November to the end of June. Preferring to have at least one crew member along, Dick's son Rich often goes crabbing with him.

"This crab season has been very poor so far," notes Williams. "A lot of the fishermen are already beginning to pull their pots and move north."

How much of a transition was necessary to convert a Master Mariner schooner into a fishing vessel? Shipwright Ray Farnow of Half Moon Bay completed the *Wilhelm H. Starck* in 1986 at Anchor Marine, which he co-owned at the time. The lovely 32-foot Roth schooner became a familiar sight around Pillar Point Harbor as Ray sailed every opportunity he could get away from the yard. Eventually, however, the lure of catching a fish or two attracted him, and he

DAN NUTSCH/ERIC WAXMAN — TRANS AIR

SAILING IS

effect on new salmon permits, he was able to transfer one from a boat being scrapped. (By keeping most permits non-transferable, the government hopes through attrition to bring the number of outstanding permits to well below the current 3,248.)

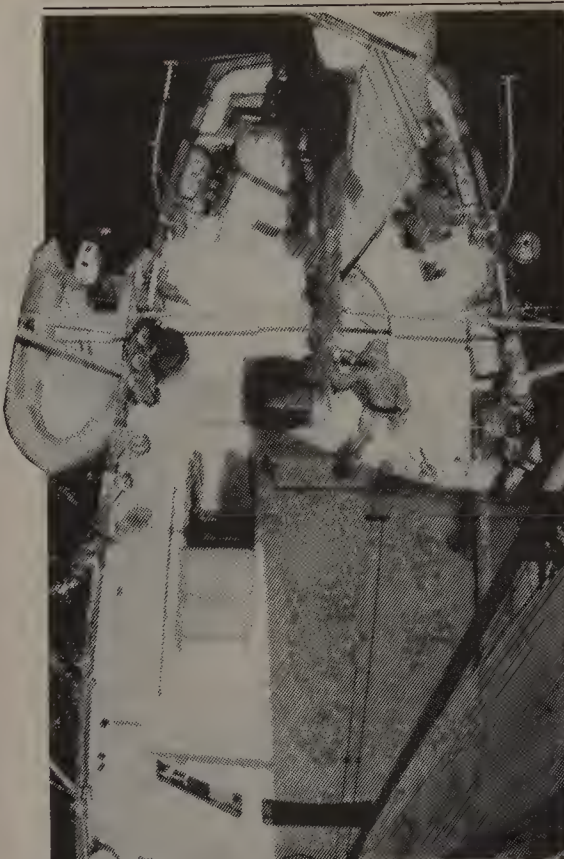
The *Wilhelm* adapted easily to a workboat. Being wood, 46 feet LOA and displacing 20,000 pounds, the boat was heavy, had an easy motion, and was rugged enough to take the abuse. She could carry a load, had very open decks allowing for work space under sail, and the split-up sailplan allowed Ray to tailor the sails for sea conditions or speed adjustments necessary to troll for salmon.

Starck's lower working sails total approximately 500 square feet, with topsails, gollywobbler, and other 'uppers' bringing her to over 1,000 square feet total. She can keep a course with proper sail trim indefinitely, allowing Ray to handle the fishing needs without an autopilot. Her small hold will carry up to 200 pounds of iced fish, and she carries additional portable boxes on deck.

Wilhelm's fishing gear also includes two swing-out davits and two hand-crank gurdies. She is equipped with deck washdown, kill box, ice drum, cleaning trays, and all the usual hoochies, flashers, etc.

Under power, the 36-hp Volvo diesel can

push her along at up to 6 knots. When fishing, however, little or no fuel is required, because the engine is seldom used. As opposed to larger, more modern fishing vessels, which have vast electrical and hydraulic demands that necessitate a large engine



'Blue Dolphin's crew at work off Half Moon Bay.

running all the time, Farnow's boat has minimal electronics, and his fishing is done manually using the hand-crank gurdies. He keeps his fish on ice and is seldom out more than 48 hours, so the boat requires no expensive refrigeration.

Ray is quick to point out, however, that he doesn't fish for a living. "Although the boat is up to it, when you take into consideration the cost of the vessel, licenses, gear, ice, and so on, it would require putting in more time than I do — lots more." So mostly he fishes to fill his own freezer, and only sells when he gets more than he can use.

Why go to all the trouble? For one thing, there are very few places Farnow would rather be than at sea, and the physical challenge of sailing the vessel efficiently while fishing harkens back to the hardships of the old days — and the satisfaction of making a living from the sea.

Although usually confining his fishing to the local area, Farnow typically gets out

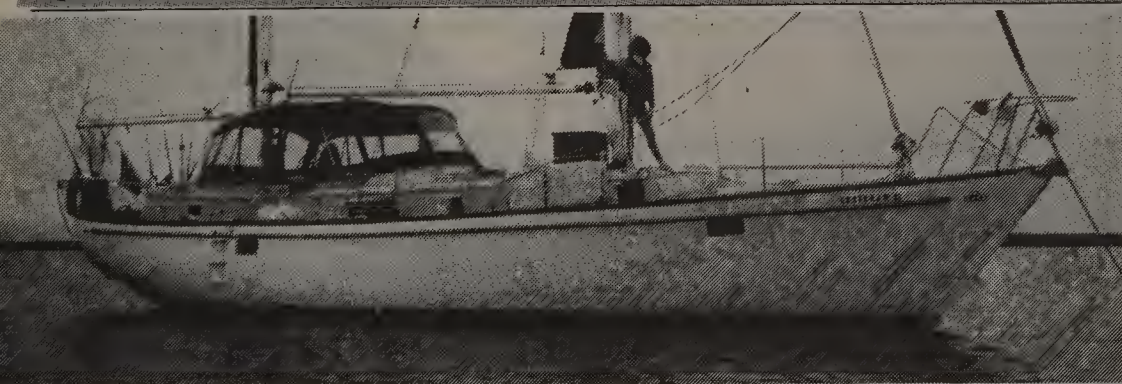
THE BEST OF BOTH WORLDS

Ever since he was a small boy in East Texas, Jim Tipton has been an avid fisherman. As an adult, he also developed an affinity for sailing. In the last few years, the telecommunications analyst has considered himself a lucky man, able to combine the two pastimes he loves in the bountiful waters off Northern California.

Since 1989, his frequent forays into the Gulf of the Farallones have been aboard *Argonaut*, his 47-ft Olympic Adventurer

mate and significant other, Marie Colangelo (who Jim refers to as his 'Yankee lady'), he found someone with a similar vision — and in the *Argonaut* they found the vehicle with which to accomplish the dream. Built in 1976, the sturdy fiberglass yacht has already been around the globe one and a half times with its previous owners.

Argonaut provides a great fishing platform, as well. While lacking the speed of a powerboat, the yacht is more stable and feels



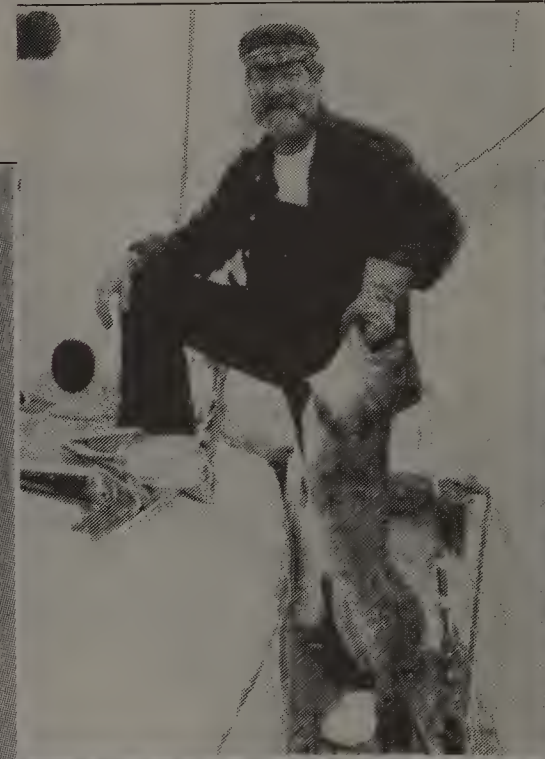
COURTESY JIM TIPTON

ketch. His favorite game fish are albacore, although he's had good success with salmon, rock cod and crabs, as well.

A former powerboater, Jim decided several years ago that his dream was to retire early and sail around the world. In his first

'Argonaut' provides the best of both worlds — handsome sailing yacht and efficient fishing platform.

more secure, especially during rough weather. Last year on an albacore trip that took them 150 miles west of Point Arena, Jim and



Jim Tipton and a ling cod.

COURTESY JIM TIPTON

Marie weathered a Force 10 storm that threw huge breaking seas and near 60-mph winds.

Jim's not bashful about pumping local professional fishermen for the best tips on catching all kinds of fish. Nor is he shy about sharing the knowledge he's gained with others. Here are some suggestions he came up with for other sailors who might want to try their luck:

Albacore — Tipton's favorite hunting grounds are the Gumdrop, Pioneer and

several miles before putting the gear in the water. He then sets or removes sails to get the boat down to the ideal trolling speed of 3 knots or so, trims to keep the course, and fishes until late afternoon.

As the winds change, or a new course is picked, the sails have to be changed accordingly. Reefs come in and out all day, or topsails are unfurled as the breeze wanes. When all is working well, he cooks a meal or cleans and ices his fish. He generally fishes going to weather, leaving a broad reach for the 10 to 20-mile leg home.

By the time the afternoon westerlies are blowing and (hopefully) the sun is out, Ray rigs for speed and runs downwind under as much sail as she'll carry. Then he just sits back and enjoys the ride; *Wilhelm H. Starck* has a way of coming home on her own, with hardly a hand on the wheel. If the fish are loaded down, the skipper can relax with a cup of coffee, and realize that this is a good as it gets. With a fair breeze, he can often keep to within a knot of the smaller powerboats in the fleet as they all return to port.

For some skippers the transition to fishing under sail was a total turnabout.

Guide Seamounts to the south and west of the Farallones, about 85 miles out from the Golden Gate. This is where the warmer water coming from Asia upwells, giving the albacore their preferred water temperature of 60 to 62 degrees.

Albacore are best fished by trolling, and Jim likes hex-head surface lures best. He's got one old pink lure that for some reason has been fabulously successful. The best placement of lures is in the quarter wave or the bubbles of the stern wake, where the water is stirred up a bit. Strong swimmers, Albacore can rocket through the water at up to 30 knots and tend to hit the line hard and fast. These are fighting fish that can snap a pole and/or pole holder, so be prepared! Once landed, he gives them a whack on the head so they don't thrash themselves into meaty pulp. After that, it's sashimi time. He starts with a hit of Canadian Club followed by raw tuna with plenty of wasabi and wine.

Salmon — Drift fishing, or 'mooching', with anchovies is the method Jim likes for salmon. Jim baits his anchovies backwards, with the head facing away from the line so the salmon have a clear bite at the front end, which they seem to prefer. He puts a #6 hook in the mouth and a #4 in the tail, then



Even "heavy duty" seems inadequate when describing the steel schooner 'Ladyhawk'. In her hold is a 9-ton refrigeration unit out of a rail car.

Steve Little of Stockton had been fishing from power trollers since the '70s. But when his son got involved with a small sailboat, Steve found himself fascinated with sailing. A long search eventually brought him to Santa Cruz, where he found the 53-ft Edwin Monk ketch *Blue Dolphin*, based in Santa Cruz. Built by the Skookum yard in 1979, she was the perfect combination of liveable and workable, and Steve bought the boat in January of '92.

wraps two half hitches around the tail to take the load off the hooks themselves and keep the anchovy in better shape. He then drops the rig overboard, pays out about 25 to 50 pulls of line from the reel and just sits there until something happens.

Ling Cod and Rock Cod — Cordell Banks, 45 miles west of Bodega Bay, is the place to go for these bottom fish. Jim likes a five-hook rig with colored skirts and anchovies to attract the fish. Or if you prefer, a sliver of rock cod on a hook will attract ling cod. Even a hooked rock cod will sometimes attract lings, who often exhibit the irritating habit of ripping your hooked rock cod away just as you get it to the surface. Jim puts an empty three-in-one hook at the end of his rig and sometimes has the last laugh, snaring the ling on the side when it pulls away.

Crabs — Just like Joe Namath, the secret is in the pantyhose. Jim puts six to eight anchovies in a pantyhose leg and ties it crosswise in his square trap. He then squeezes the bait to release the smell and tosses it overboard, usually at Drake's Bay. The crabs start gnawing away at the stockings and end up in Jim's pot soon thereafter. —shimon van collie

Blue Dolphin was already rigged with 40-foot aluminum trolling poles and the added nicety of roller furling jib, main and mizzen. For running the hydraulics, she came equipped with a 471 Detroit Diesel "Jimmy," and for keeping the crew happy, he added a watermaker and 5-kw generator. His son and his friend Lenny, a longtime fisherman from Oregon, often crew for him. "Sometimes the sailing is so awesome, we have to remind ourselves we're out there to catch fish," says Steve.

The boat passed her 'sea trial' — the 1992 salmon season — with flying colors. After adding some additional electronics, *Blue Dolphin* headed for Vancouver to fish for albacore, and eventually will make her way up to Alaska.

Tom Troetschler came upon his 50-foot steel schooner *Lady Hawk* by accident. A chance meeting with her former owner in January of '89 got him interested in the boat, which already had a commercial salmon license. Tom had commercial-fished years before, but had gotten away from it as he began working with tugboats. He had wanted a steel sailboat, particularly one which he could fish singlehanded. *Lady Hawk*, a Monk-designed halibut schooner, had been built in Vallejo in the late '70s.

Tom, a port engineer in Alameda, purchased the vessel for salmon fishing and moved her to Half Moon Bay. (It's believed that this halibut schooner never actually fished for halibut, but was so called because of her draft, shape, center hold and aft cabin.) She was actually geared for albacore, with a 9-ton refrigeration hold out of a rail car. The system ran off an engine-driven compressor, with a Perkins diesel auxiliary just for the purpose.

The schooner's main source of power for running the hydraulics and electronics is a brand new 453 Detroit diesel. She is equipped with autopilot, Loran, radar, several color fathometers, CB, VHF, cellular phone,

SAILING IS ONLY HALF THE FUN

color TV and VCR, and hot water heater.

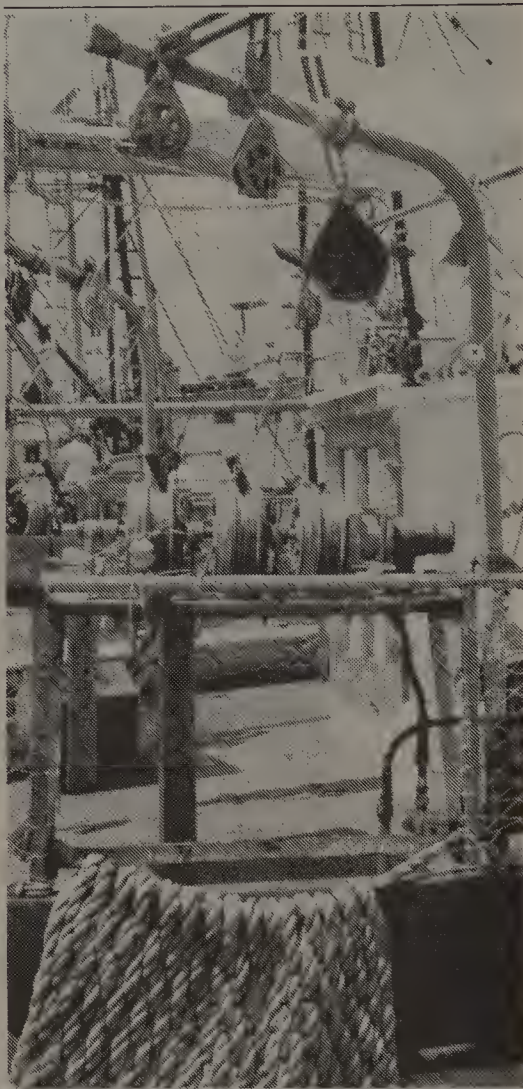
The boat is too fast to fish under full sail, but with the engine running the hydraulics, Tom likes to sail out-of-gear with the jib alone while fishing. Besides salmon, he also trolls for rock cod.

Don Koblick was looking for a boat that could go to Midway Island — or anywhere in the world, for that matter — and fish albacore. Those government seminars also caught his interest, and he decided that sail was the only way to go. In 1978, he commissioned marine architect and commercial fisherman Dave Davies to build a gaff-rigged Down East Schooner in Sacramento.

The hull of *Southern Cross* is constructed of 1/4" American-made steel. It took two years to complete, and after launching, an additional four years went into outfitting the 53 by 16½-foot boat. As with the other sailing vessels being built at that time to commercial fish, she was geared for high seas, long range and high endurance. Unfortunately, by 1984 the albacore fishing had hit a slump, and Koblick brought *Southern Cross* to Half Moon Bay to salmon fish. Her 850-cubic-foot insulated fish-hold was suitable for hauling cargo of any kind, and with hydraulic winches for the full set of sails, he could even singlehand her if need be.

He prefers fishing with his son, however, and besides salmon, they also do some bottom fishing. Like most of her peers, *Southern Cross* has some serious machinery aboard — two GM 471 engines, in this case — and she doesn't generally work under sail, other than the steadying sail.

When not running his other business, Diesel Electric Sales in Menlo Park, Koblick can comfortably trip-fish his majestic vessel,



SUZIE MOSHAMMER

Gear on board a fishing sailboat goes well beyond the usual array found on most yachts.

and assorted electronics including compass, direction finder, three Lorans, SSB, a 75-mile radar, and several VHF's. She also is equipped with hydraulic-assist steering, and five bilge pumps! With fishing prospects in general not looking too promising this year,



CHRIS WEAVER

as the skipper's cabin sleeps two, with two additional crew's quarters. The boat holds 2,000 gallons of fuel and 600 gallons of water, and has a hot and cold pressure water system. An auxiliary generator powers a washer and dryer, shower, electric galley,

From fishing boat to racing yacht — Ray Farnow singlehanded the 'Starck' around the race course at last year's Master Mariners Regatta.

Southern Cross is up for sale for \$325,000 (commercial license and refrigeration included).

The cost of a commercial fishing license can vary hundreds of dollars between one year and the next. A basic license is \$50, but that's just the beginning. A boat fishing for a salmon, for example, must get a salmon stamp every year, the cost of which fluctuates depending upon the catch of the previous year. For 1992, following a slow catch in '91, the stamp price was down to \$110. Additionally, a 'John Doe' license is required for each crew member, and those can run up to \$300. This year, an additional permit was required for crab season.

1992 has been a tough year for commercial fishermen. The costs of maintaining a commercial vessel are constant, even when the fish are not. Hundreds of dollars worth of gear can be lost in an instant when snagged on an errant crab pot or attacked by a hungry sea lion. And with much warmer waters this year due to El Niño, the salmon have been elusive. Back in 1988 and 1989, the last truly good salmon years, a good day meant at least 100 fish. Nowadays, a lot of fishermen would be happy to catch that many in a week. With the wholesale price of salmon averaging about \$2.50 a pound this past season, operational costs often surpassed income. Even the money sailing fishermen save on fuel doesn't guarantee a break-even season.

As a result, many fishermen who stick it out are only able to do so by holding down other jobs.

Dick Williams, owner of *The Queen*, has worked as an airline mechanic for many years. Fishing doesn't allow him a lot of time to sleep, but he wouldn't dream of not renewing his commercial fishing license every year.

Ray Farnow owns The Gear Store, a marine supply business in Half Moon Bay that supplies most of the local fleet. He'd like to put in more time on the water, but feels it hasn't paid off very well this year.

Lady Hawk's Tom Troetschler, when not working as a port engineer, spent most of this salmon season putting in his new engine and working on the boat, hoping she'll be ready for a full season next year.

All in all, however, the fishermen of a century ago would be pleased to see their traditions still being carried on, to know that some fishermen are also still sailors. The future, with its ever increasing energy costs, still holds a promise that this way of life can go on, that even with sophisticated electronics, washers and dryers, and expensive hydraulics, wind and sails can still play an important part in the life of a fisherman.

Perhaps an era has been resurrected.

— suzie mosshammer

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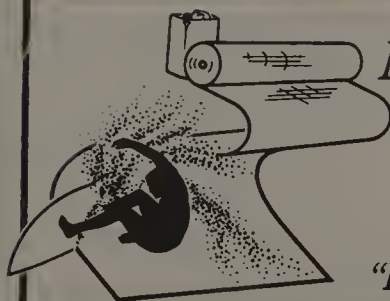
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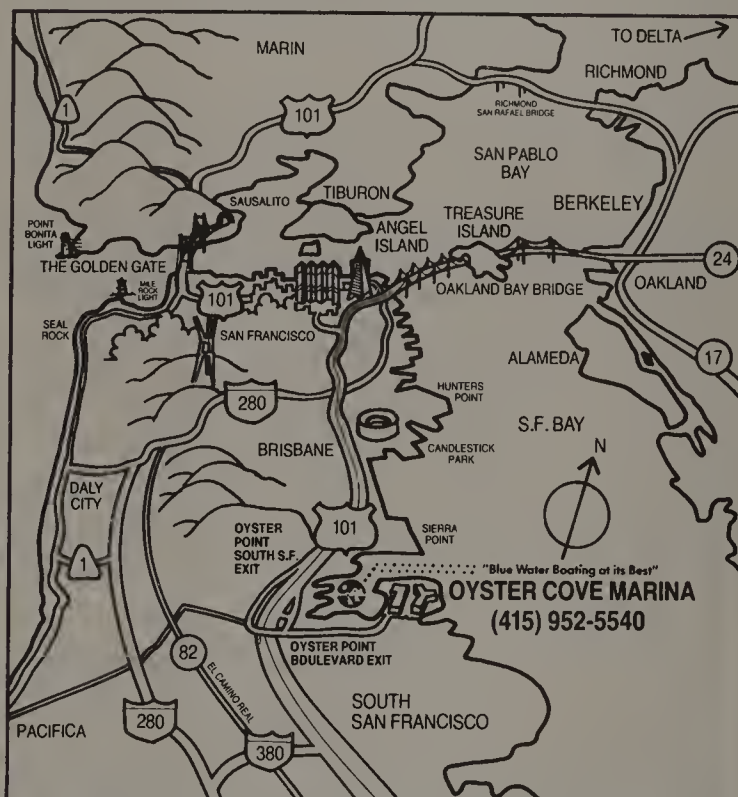


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1993 CREW LIST —

We were all sitting around the other day, ostensibly to discuss work, when the usual thing happened. Somebody said something that reminded one of the group of the time they were on thus-and-such boat — and the next thing we knew, we were knee deep in war stories. The ensuing hour and a half of our 'business meeting' was filled with remembrances of splintering masts, hellacious storms and beautiful, dark-eyed women who dared to love young American sailors. Several scars were shown and explained, and a bunch of boats miraculously survived fires, rocky groundings and near sinkings — usually due solely to the quick actions of whoever was telling the story. Fun stuff.

As we thought about it later, we had to admit it was more than just fun. In one way or another, the sailing — and particularly cruising — we've done affects our lives almost every day. We realize now that our cumulative experiences aboard boats amount to much more than just the "good old days" and a few boxes of fading photos. They're really a reflection of what our life's been about — meeting people, seeing different cultures, enjoying life from a lot of different perspectives. Take, for example, the time our managing editor was crewing on a 60-ft ketch anchored in the Canary Islands just prior to an Atlantic crossing.

... Our skipper was always inviting people to the boat, and one night, we ended up with about 10 or 12 Russians whalers crowded into our galley, plus three or four guys off a big British yacht. One of the latter was a suave, handsome Turkish cook who spoke five languages. In stark contrast, the skipper of the Brit boat yacht was a loud, barrel-chested, perennially sunburned type who was constantly offering toasts like "All women are beautiful, all men are pricks."

The Russians spoke a total of about 10 words of English between them. They kept offering toasts to 'our great American friends', which we felt obliged to match with sappy things like 'May our two countries live in peace as we do this night.' We'd all nod and smile, drink more rum and the toasts would start anew.

About two hours into the festivities, when the booze locker was almost empty and everyone was about out of toasts, the skipper of our boat got up from the table and punched the Turkish cook right in the nose.

Dead silence.

The guy picked himself off the floor, eyes wide, nose starting to stream blood. Our skipper was trembling with rage as he tried to articulate something in his bastardized French. When he suddenly remembered the guy spoke English, all he said was, "Get the f__k off my boat."

**Considering you only go
around once in this veil of tears,
the risk is small.**

Turns out the Turk had been talking to the skipper's wife all evening. She was French, spoke hardly any English and no Russian. So she was happy to find someone to talk to. Only thing was, the Turk was a little too charming. Every time the skipper looked up, the two were laughing at some little joke. After enough rum kicked in, he decided the guy was hitting on his wife. So he hit him.

This was difficult as hell to explain to a dozen drunk Russians, who doubtless thought they had just become part of an

I AM/WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

BOAT TYPE/SIZE _____

I/WE PLAN TO RACE:

- | | |
|------------------------------|---|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 1993 TransPac | d) _____ Specialty Events and/
or occasional YRA |
| 5) _____ Coastal Races | e) _____ Beer Cans |
| 6) _____ Mexico Race(s) | f) _____ Anything & everything |
| 7) Other _____ | |

I/WE WANT CREW:

- 1) _____ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) _____ With at least one full season of racing experience
- 3) _____ With more than three years experience

I/WE RACE:

- 1) _____ Casually. Winning is nice, but let's keep it fun.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I/we don't like to lose.

Mail completed form to and \$1 to: Racing Crew List, Box
1678, Sausalito, CA 94966 by FEBRUARY 15, 1993.

International Incident — like World War III.

Fortunately, a couple of them spoke a little French, so the skipper's wife was able to tell them what a complete jerk her husband had been in a fair amount of detail. By the end of the night, we were one big, happy family again. Then they all gave us bearhugs, hand-crushing handshakes and even a couple of those double cheek-kiss things before piling into their huge old utility boat and rumbling off into the night. We could hear them singing songs the whole way back to their ship.

The point of all this — yes, we are getting to one — is that we're delighted with where the sailing lifestyle has taken us so far. We're convinced it can do the same for anybody. All you have to do is decide you want to give it a sincere try and go for it.

So how does one 'go for it'?

Glad you asked, and welcome (finally!) to the 1993 Racing,

THE BIG ONE IS BACK!

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM/ WE ARE:

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay, but leave any kids home
- 4) _____ Kids okay as long as you can control them

Mail completed forms and \$1 to: Daysailing Crew List,
Box 1678, Sausalito, CA 94966 by MARCH 15, 1993.

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM/ WE ARE:

- 1) _____ Single
- 2) _____ Couple
- 3) A group of _____ (state number) friends interested in sailing
- 4) _____ Would like to bring kids
- 5) _____ Going sailing to escape the kids

Mail completed forms and \$1 to: Daysailing Crew List,
Box 1678, Sausalito, CA 94966 by MARCH 15, 1993.

I/WE WANT TO CREW ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I/WE WANT TO RACE:

- 1) _____ San Francisco Bay
- 2) _____ Monterey/Santa Cruz
- 3) _____ Ocean Races
- 4) _____ 1993 TransPac
- 5) _____ Coastal Race (July)
- 6) _____ to Mexico (November)

I/WE PREFER:

- 1) _____ Boats under 30 feet
- 2) _____ Boats over 30 feet
- 3) _____ Specific class or design
- 4) _____ Dinghies
- 5) _____ Multihulls

MY/OUR EXPERIENCE IS:

(Check at least one from each column)

- | | |
|-------------------|--|
| 1) _____ None | a) _____ Less than one full season |
| 2) _____ A Little | b) _____ Little or no racing, but lots of cruising and/or daysailing |
| 3) _____ Moderate | c) _____ I have out-of-area racing experience, but am unfamiliar with local conditions |
| 4) _____ Mucho | d) _____ One or two full local seasons |
| | e) _____ One or two long-distance ocean races |
| | f) _____ Years of Bay and ocean racing |

I/WE WILL:

- 1) _____ Help with the bottom, do maintenance — anything!
- 2) _____ Play boat administrator, go-fer
- 3) _____ Go to the masthead to retrieve the halyard at sea
- 4) _____ Navigate, I've got lots of experience
- 5) _____ Do foredeck, I've got lots of experience
- 6) _____ Do grinding, I've got muscle

Mail completed form and \$5 to: Racing Crew List, Box
1678, Sausalito, CA 94966 by FEBRUARY 15, 1993.

Cruising, Daysailing, Co-Chartering and Boat Swapping Crew List.

Now, it used to be that you had to know someone to do some serious sailing. And to know someone, you sometimes had to start by walking the docks. It's not as humiliating as it sounds — and in fact is still one of the best ways to get on a race boat for the day.

Not all people are comfortable with this approach. Others, having their appetites whetted by daysailing or racing, might want to try, say cruising, but don't know how to go about it. Or maybe you've already got a big boat, but don't have anyone to help you sail it.

About 12 years ago, we dreamed up an idea we thought might eliminate a lot of the frustration we've just described. Have people fill out forms detailing the type of sailing they want to do, a little about their skills, and a number where they can be contacted. Then compile this information into a once-a-year list. On one side, people who want to go sailing but don't have boats. On the other, people who want to sail their boats but need crew. And *voilà!* — the Crew List was born.

Here's how it works. Scan over the forms on these pages until you find the one that best suits your desires. Fill it out (one form per

1993 CREW LIST —

I/WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT FROM PHONE: _____

WHERE AND WHEN:

My/Our boat is a _____

I/we would like to swap boats with the owner of a similar vessel in the _____ area.

I/we would like to cruise this area for about _____ weeks in the month of _____, 1993.

Mail completed form and \$1 to: Boat-Swapping Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1993.

person; xerox extra copies if you need them) and send it in with the appropriate 'cover charge' by the deadline noted along the bottom of each form. We'll take it from there. Your name will appear with several hundred others in our March (if you're a racer) or April (everybody else) issue. The ball's then back in your court. It's up to you to get on the phone and finalize the arrangements.

If you don't know what you're talking about, someone who does will recognize it instantly.

Naturally, there are no guarantees you're going to find the boat/crew/skipper of your dreams — or that seeming vision of utopia we described earlier. Not everyone gets out of sailing what we do. We're also not going to sit here and tell you there are absolutely no risks involved in going sailing with people you might only have known a short time. There are substantial risks to life and limb *anytime* you go sailing, but they can be minimized with a knowledgeable crew and a healthy dose of common sense.

For the record, we have to say that the *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude*

I/WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or at least one long coastal or trans-ocean trip.
- 4) _____ Lots. Several long ocean passages

I/WE WANT TO CRUISE:

- | | |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and Delta | 7) _____ Caribbean |
| 2) _____ Monterey Bay | 8) _____ Mediterranean |
| 3) _____ Southern California | 9) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 10) Other destination(s): _____ |
| 5) _____ Hawaii and South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |

I/WE CAN OFFER:

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration
- 3) _____ Elbow grease for bottom work, varnishing and other upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini
- 7) _____ Mental skills. I may not look like a playmate, but I don't think like one, either.
- 8) _____ Other skill(s): _____

Mail completed form and \$5 to: Cruising Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1993.

38 does not make or imply any guarantee, warranty or recommendation as to the character of any individuals who participate in the Crew List, or the condition of their boats or equipment. You must judge those things for yourself.

We hope that doesn't sound too ominous. It's something we're required to run. In actual fact, in all the years we've been running the Crew Lists, there has been minimal trouble. Considering you only go

THE BIG ONE IS BACK!

I/WE WANT TO CO-CHARTER

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring, summer, fall, winter) _____ of 1993.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before. | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ A smaller (30 to 40 feet) boat with one or two other people
- 6) _____ A medium (40 to 50 feet) boat with four to six other people
- 7) _____ A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other _____ |
| 5) _____ Hawaii | |

Mail completed form and \$1 to Co-Charterer Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1993.

I AM/WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

MY/OUR IDEAL CREW WILL:

(Check and circle as many as apply)

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt preparing the boat
- 3) _____ a) Have more desire than experience; b) have lots of ocean experience
- 4) _____ Know offshore navigation, really *know* it
- 5) _____ Have mechanical skills for the engine, refrigeration, etc.
- 6) _____ Have language skills: a) Spanish, b) Other: _____
- 7) _____ Other skills (woodworking, scuba, etc.) _____
- 8) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 9) _____ Look good in a bikini
- 10) _____ Understand and appreciate Woody Allen

Mail completed form and \$1 to: Cruising Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1993.

Sound good? We hope so. Still have questions? See if our world famous helpful hints will get you going in the right direction.

*** Honesty** — It's not only the best policy, it's the *only* policy when it comes to sailing. If you don't know what you're talking about, someone who does will recognize it instantly. So don't try to BS people with what you think they want to hear. Which brings us to:

*** Little or no experience is not a disadvantage** — true, you probably won't be signed on as the navigator on a cruising boat or helmsman on a racing one. But the fact is, a *lack* of experience can many times be an advantage. For the last two or three crew spots, many skippers prefer to sign on someone who they can handle the boat in the way they prefer. Lots of experienced people

around once in this veil of tears, the risk is small.

Still need a little added incentive? How about the Spring Crew List Party (dates to be announced). This get together not only offers an excellent 'neutral ground' for the first face-to-face meetings between skipper and crew, but is an excellent source in and of itself for looking for crew or boats. A lot of the people at our Crew List parties do not appear on the Crew List itself — so if you don't make contact through the List itself, be sure to come to the Party. All Crew Listees get into the party free. Those who aren't on the List pay \$5 a head.

1993 CREW LIST

literally know too much to get along with some skippers.

* *Be realistic about the time commitment* — Sailing takes time. Even a simple daysail can eat up the whole day before you know it. Cruising obviously is a 24-hour deal, but racing is perhaps the most time-oriented of sailing pursuits. Races start at specific times and if

They thought they had just become part of an international incident -- like World War III

you're always late or a chronic no-show, your sailing days are numbered. So be realistic about the time commitment — or up front about your time constraints, if any.

* *Women Crew Listees* — We kid about it a lot, but we're really some of the least sexist macho pigs around. We believe unequivocally in a woman's right to fair and equal treatment in the workplace, for example — as long as they don't mess with our jobs, of course. But not everyone feels that way. So we suggest that women who participate in the Crew List use first names only, and that they not use a home phone as a contact. Instead, use a P.O. Box, answering service, FAX number or other way to screen the men who call.

Because if you are a woman, you *will* get calls.

* *Deadlines are Important!* — If you take part in the Crew List, you become part of the publishing process. In a sense, you 'work for' *Latitude* for a month. And like all contributors, you must adhere to deadlines. These are not arbitrary, and the word 'dead' in there is not just for looks. If you don't get your forms into us by the specified date, you are figuratively dead as far as the Crew List is concerned. No exceptions. In order to collate this stuff, we *have* to have it in our hot, pudgy little paws no later than **February 15** for you racers; and no later than **March 15** for the rest of you Crew Listers. Note that doesn't mean 'postmarked by'. It means *in our hands*. Don't forget that each completed form must be accompanied by an advertising fee: \$1 for skippers (we figure they spend enough on their boats as it is), and \$5 apiece for everyone else. End of lecture.

So how about it — are you game? Will *this* be the year you get up off your you-know-what and really take sailing by the proverbial horns? Then maybe someday you'll be sitting there like us, going through the old scrapbook when your wife comes in, snatches up the book and, pointing at a lithe, tanned young stud, says, "Wow, who is that?!" Then she puts on her reading glasses, looks a little closer and her smile disappears.

"Oh," she says disappointedly. "It's you."

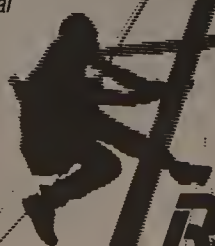
— latitude/jr

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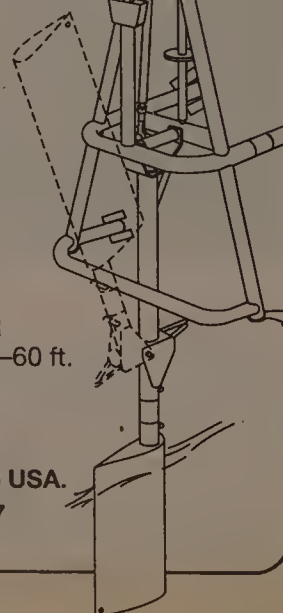
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Ariel
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Challenger
Golden Gae

Vallejo Race

Encinal Race



Yacht Racing Association • Fort Mason Center • San Francisco, California 94123 • (415) 771-9500

1993 ENTRY FORM

This form must be completed for any yacht which intends to sail in any YRA qualifying race during 1993.

Your Name _____ USSA Member? Yes ☐ No ☐

Address _____

City _____ State _____ Zip _____

Telephones: Home _____ Office _____

I am sailing for the _____ Yacht Club. Occupation _____

Yacht Name _____ Class/Design _____ Sail # _____

Hull Color _____ Berthed _____

<input type="checkbox"/> ODCA	\$125.00	<input type="checkbox"/> IMS CIRCUIT	
<input type="checkbox"/> WBRA	\$130.00	<input type="checkbox"/> Bay	\$210.00
<input type="checkbox"/> HDA	\$135.00	<input type="checkbox"/> Ocean	\$120.00
<input type="checkbox"/> OYRA* (MORA ADD \$5)	\$150.00	<input type="checkbox"/> Both	\$305.00
		<input type="checkbox"/> HDA & ODCA	\$210.00
		<input type="checkbox"/> ODCA & OYRA	\$220.00
		<input type="checkbox"/> HDA & OYRA	\$220.00

* OYRA entrants must circle one of the following: PHRO MORA SSS

SINGLE RACES \$55 Vallejo 5/1-5/2 OYRA Races (may be entered separately)
Encinal 7/31-8/1 Race _____

DEDUCT \$5 FROM YOUR ENTRY IF YOU ARE A MEMBER OF USSA
RACE ENTRIES ARE DUE 5 PM MONDAY PRIOR TO THE RACE

NON-RACING MEMBERSHIPS

CONTRIBUTING	\$150	(Receive ALL race results and special race announcements)
ASSOCIATE	\$30	(Receive race results from one division and special race announcements)
CREW	\$10	(Receive race results from one division)

In consideration of being admitted to membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by the rules of the United States Sailing Association and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I have received the Minimum Equipment list of the Associations in which I have entered and that I will maintain compliance with those Minimum requirements. I agree to hold harmless the officers, agents and employees of the YRA, its member Association in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above named entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

YRA OFFICE USE ONLY:

com _____ ack _____ rating _____ check _____ amt _____ pro _____ ri _____

PHRF

MORA

SBRA

SSS

IOR

BAMA

Woodies

Don't Miss the Fun!

SEASON CHAMPIONS, PART III:



OYRA, WBRA, NCYSA & SBRA

"Winning is overemphasized. The only time it's really important is in surgery and war." — Al McGuire

McGuire, a basketball coach, obviously knew nothing about racing sailboats on San Francisco Bay, where the object is to pound your competitors into oblivion, win zillions of pickle dishes and ultimately get interviewed by *Latitude 38*. Hey, why else do it?

Actually, there are lots of better reasons — but we don't have the time or space to get into them right now. Rather, just feast your eyes on this photo of *National Biscuit* heading out into the Gulf of the Farallones, and then turn the page to meet our third and last batch of 1992 season champions. It's an eclectic mix, featuring a representative sample of winners from OYRA (ocean), WBRA (woodies), NCYSA (youth) and SBRA (dinghies).

If you want to learn more about these various organizations, call the following contacts: OYRA — Don Lessley, (415) 765-3580; WBRA — Tom Allen, (415) 474-7474; NCYSA — Patrick Andreasen, (415) 563-6363; and SBRA — Vince Casalaina, (510) 642-5846. But be careful — these guys are sneaky and they'll probably try to recruit you for the '93 season, which incredibly is just four months away.

Anyway, it's a wrap! Forty-three interviews and a hundred cups of coffee later, the '92 winners are history. As always, we've had fun meeting the faces behind the names we print so often in *The Racing Sheet*, and we hope you enjoyed meeting them, too. Congratulations all around, especially to those winners listed below who didn't get profiled this time. Good racing to everyone in the New Year!

— latitude/rkm

OYRA:

PHRO-I — 1) *Blitz*, Express 37, George Neill, RYC; 2) *Elusive*, Express 37, Dick Desmarais, SpinYC; 3) *Spindrift V*, Express 37, Larry & Lynn Wright, RYC. (11 entered; 5 qualified)

MORA-I — 1) *Friday*, Express 27, John Leibenberg, RYC; 2) *Wysiwyg*, Olson 30, Don Martin, IYC; 3) *Wildcat*, Olson 30, Sebastiani/Plumley, SYC. (12 entered; 4 qualified)

MORA-II — 1) *Animal Farm*, Wylie 28, Phibbs Family, TYC; 2) *George*, Olson 25, Craig Douglas, CSC; 3) *Roadhouse Blues*, J/24, Torben Bentsen, CSC. (23 entered; 10 qualified)

WBRA:

BEAR — 1) *Trigger*, Scott Cauchois, SFYC; 2) *Chance*, Glenn Treser, AeolYC; 3) *Sugarfoot*, Paul Zupan, SFYC. (11 entered; 7 qualified)

IOD — 1) *Undine*, Don Payan/Dennis Jermaine, StFYC; 2) *Profit*, Jim Hennefer, SFYC; 3) *Bolero*, George Degnan, RYC. (9 entered; 7 qualified)

BIRD — 1) *Widgeon*, Heinz Backer, SCC; 2) *Kookaburra*, Jim Van Dyke, StkSC; 3) *Skylark*, Peter Brosig/Jane Hook, CYC. (8 entered; 5 qualified)

SBRA:

EL TORO, JR. — 1) Skip McCormack, RYC; 2) Paul Saitta, SeqYC; 3) Nick Nash, RYC. (18 entered; 5 average starters)

EL TORO, SR. — 1) Steve Briggman, WSC; 2) Dennis Silva, RYC; 3) Tom Burden, FSC. (43 entered; 18 average starters)

SUNFISH — 1) Bob Cronin, DSC; 2) Darryl Coe, UASC; 3) Robert Rossini, UASC. (20 entered; 9 average starters)

DAY SAILER — 1) Bill Fiock, SRSC; 2) Eduardo Grisetti, SJSC; 3) Charles Wilson, SCYC. (16 entered; 9 average starters)

FJ — 1) Doug Crafts, FSC; 2) Linda Brandon, FSC; 3) Steve Klotz, FSC. (15 entered; 6 average starters)

Laser II — 1) Gary Bergero, LMSC; 2) Brian Chapman, LMSC; 3) Bart Harris, RYC. (14 entered; 5 average starters)

505 — 1) Tom Poore, SCYC; 2) Jim Wondolleck, RYC; 3) Steve Andres, SJSC. (11 entered; 6 average starters)

SEASON CHAMPIONS, PART III:

PHRO — II
Beneteau First 42
C—Ro—Mar



CRMLP Syndicate
Encinal YC

"What a long strange trip it's been!" laughs Mike Carlson, spokesman for the C-Ro-Mar Limited Pocketbook Syndicate. "This has been a real soap opera: we even have our own newsletter about all our misadventures. I can't believe we got this far!"

After the Santa Barbara Race in May, Marty Christensen, the owner and namesake (with his ex-wife) of the boat, was forced out of sailing due to business concerns. The nucleus of the crew — Carlson, Denise Lugton, Karen King, Eric Keuhne and Betty Kolbeck — took over the payments and maintenance of the 1986 French-built boat. "This was a real shoestring effort," relates Mike, an East Bay construction superintendent. "No hydraulics, no new sails, no faired bottom, no money..."

Despite two faster sisterships, *Rocinante* and *Maluhia*, the syndicate prevailed. "As Kame (Richards) says, 'There are no fast boats, only fast sailors,'" says Carlson. "We were tenacious and a bit lucky. Plus, we had a ball doing it! We'd love to stay together, but C-Ro-Mar's for sale. . . If anyone out there's got a boat, we've got the crew!"

The season ended abruptly for C-Ro-Mar when they T-boned (while on starboard) their only remaining mathematical competitor, *Audacious*, at the start of the HMB return race. When *Audacious* withdrew, all the partners had to do was finish to win. "Coming in under the Bridge out of control — it was night, there was dense fog and 30 knots of wind — somehow seemed like a fitting ending to this project," claims Mike.

2) *Audacious*, Pet. 36, Carl Echelman, TYC; 3) *Maluhia* and *Leda II*. (28 entered; 9 qualified)

IMSO
Farr 36
Sweet Okole



Dean Treadway
Richmond YC

"IMS is still a mystery to me," confesses Dean Treadway, an Oakland-based commercial real estate broker. "How we can have virtually the same dimensions as *National Biscuit* and still owe them 40 seconds a mile? It'll be interesting to see what the next round of changes in March brings."

Whatever the case, the revamped Farr 36 had a great summer, winning the five-race IMS ocean series and coming in second to the *Biscuit* in IMS Bay racing. "The operation was a success," claims Dean. "The boat's much better in light air, which is what we saw a lot of in the ocean this year." Among other changes made to *Sweet Okole* ('nice bottom' in Hawaiian) were a 3.5-foot taller triple spreader rig, a 9-inch keel extension, adjustable jib leads and new Sobstad Sails.

Okole's talented crew included the 'Three Stooges' in the cockpit (Chris Watson, Ken Baber, Bill Nork), Marc Fountain, 'Lovely Lisa' Jones, John Kimball, back-up driver Brady Sih, alternate tacticians Wayne Kipp and Carl Schumacher, and of course Treadway, the "head chef and helmsman."

Prior to buying his cold-molded, red-cedar beauty 15 years ago, Treadway owned a Columbia 29 and a Yankee 30. *Okole* has had a fabulous career, virtually owning the TransPac and Pacific Cup between 1981-86, and is due to appear as a *Latitude* Boat of the Month in the near future. "It's nice that we're still winning," claims Dean. "I need some new trophies!" His old ones perished along with everything else he owned in last year's Oakland Hills fire:

2) *Nat'l Biscuit*, Schum.35, Colin Case, SFYC; 3) *Jackrabbit*, Isl. 40, Dave Liggett, LGYC. (9 boats)

SSS — Monohull
Davidson 50
Great Fun



Scheidler (left) / Glaros
Corinthian YC

"Sailing shorthanded is a real challenge," claims first year SSS'er Stan Glaros, a San Francisco plasma physicist. "It demands total involvement between you and the boat, and it forces you to become a better all-around sailor. I would recommend it to all racers every now and then."

Sailing his famous 11-year-old Davidson 50 *Great Fun* with only one crew, San Francisco adventurer Steve Scheidler, was a real handful — especially because other than bungee cords and a sporadic autopilot, there were no concessions to shorthanded sailing. "We had some pretty ugly takedowns, so I finally got a spinnaker snuffer near the end of the season," admits Stan. "But ironically we destroyed less stuff than when I was racing with a full crew!"

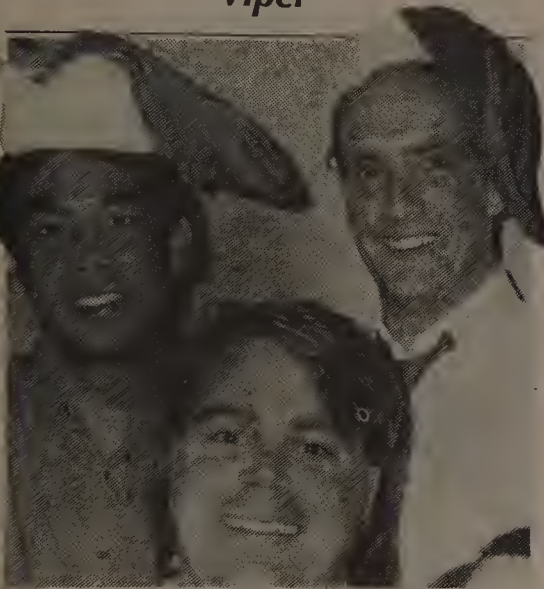
"We called it 'taming the monster,'" continues Steve, who two years ago crossed the Pacific in his diesel outboard-powered trimaran *Yanmar Endeavor*. "We were incredibly busy the whole time. Everything involved a lot of pre-planning and discussion — you can't afford to make mistakes. It was hard work, but it was also 'great fun!'"

Glaros, a lifelong sailor whose previous boat was a *Formosa 51* ("a real furniture store"), blames his friend Peter Hogg for getting him into the shorthanded sailing game. "I miss the camaraderie and friendships of sailing with a crew, but not much else," he said. Future plans include possibly doublehanding *Great Fun* in the 1994 Pacific Cup: "I'm intrigued by what Paul and Stan accomplished with *Mongoose*."

2) *Andria II*, O'Day 30, F. Hess, SSS; 3) *Stormrider*, Aph. 101, Don McCrea, RYC; (6 ent.; 1 qual.)

OYRA, WBRA, NCYSA & SBRA

**WBRA
Knarr
Viper**



**Horick, Williams & Fong
St. Francis YC**

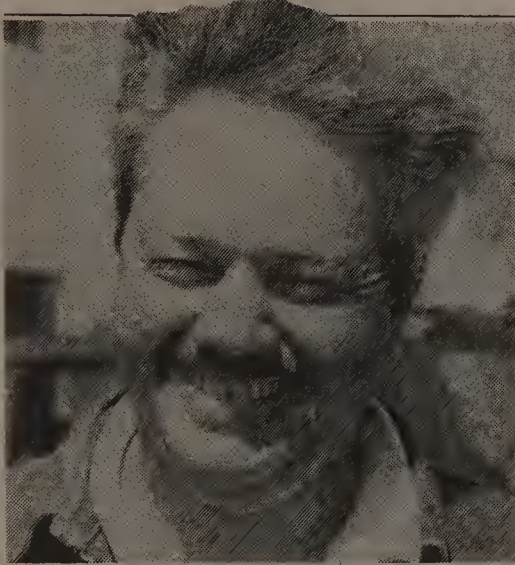
Horick, Williams and Fong sounds like a downtown law firm, doesn't it? "Actually, we're the youngest, poorest and most incestuous Knarr syndicate that ever sailed the Bay," laughed Hans Williams (above right), the 'team captain' and driving force behind Knarr #132, known as *Viper* this season and as *Hyperactive* before that. They're also the most winning Knarr in recent memory: in the last five years, they've won this tough class three times, in '88, '90 and '92. They also finished 3,2,5 and 6 in the prestigious International Knarr Championships.

The three owners of *Viper* are Williams, a carpenter; Joel Fong (above left), a salesman; and Mark Horick, a fitness consultant. Their lone crewmember is foredeckman Erik Johnson (above middle), Williams' brother-in-law (they're all related through marriage except Horick). The partners trade off driving every year, and this summer it was Mark's turn. Joel trimmed the jib, while Hans did the main and oversaw tactics.

"We won because of our boathandling, and because of Hans," claims Fong. "No, it was because of Joel's baby powder," says Williams cryptically. Whatever the case, the partnership — one of the most successful on the Bay — is on the verge of breaking up as #132 is actively for sale. "It's time to move on to other things," says Fong, who will crew on a J/35 and J/24 next summer. Horick is contemplating buying a wooden Knarr, while Williams is currently undecided ("Something with spinnakers. . . I'm available!").

2) *Wintersmoon*, Bryan Kemnitzer, SFYC; 3) *Lykken*, Bob Fisher, SFYC. (30 entered; 25 qual.)

**WBRA
Folkboat
Thea**



**Tom Reed
Island YC**

"We won because red boats are faster!" laughs Tom Reed, an East Bay construction manager. "Actually, we have no secrets. We did get some new Sobstad Sails, but more than anything, I suppose our victory is the culmination of four years with the same crew. Everything's automatic now — we don't need to talk much and I can just concentrate on steering."

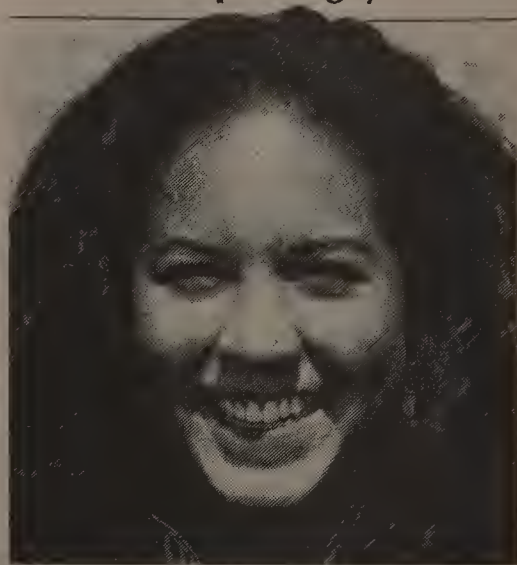
Thea's loyal crew consisted of Neil Byington, a chemist who helped with the tactics, and 16-year-old foredeck hand Tom Reed, Jr. "It's nice to be able to share this with my son," claims the elder Reed, who himself grew up racing on the Bay in his father's boats. Reed also used to enjoy ocean racing, often with Hal Nelson on *Axel Heyst*, before opting for one design buoy racing.

Tom purchased his first and only boat, the fiberglass *Thea*, new from Svend Svendsen in 1984. "I chose the Folkboat (literally 'the people's boat') because it's safe, comfortable and has an active and strong class," he said. "Also, it's really tactical because the speed differences are very subtle."

Thea was consistently near the top of the fleet, but in fact only won half a dozen of the 23 races on the schedule. "We went for the percentages, not the big wins," claims Tom. "And a lot of the pressure went away when Otto (Schreier) lost his rig and was knocked out of the season." *Thea*, in fact, cracked her mast on a different day, but Reed was able to finish the race and fix it afterward. Tom, like the rest of the class, is looking forward to next summer's Internationals on the Bay.

2) *Windy*, Bill DuMoulin, CSC; 3) *Volker II*, Jerry Langkammerer. (15 entered; 7 qualified)

**NCYSA
Laser &
Europe Dinghy**



**Krysia Pohl
Richmond YC**

Our pick for outstanding junior sailor of the year is 17-year-old Krysia Pohl of Alameda. Both Krysia and Rebecca Harris made the prestigious 1992 US Sailing/Rolux Junior Sailing Team at the windy Leiter Cup in Chicago last August. Rebecca won the regatta (for the second year in a row) to earn her berth; Krysia came in ninth, but she won the hearts of her fellow competitors and judges, who awarded her the coveted sportsmanship trophy (and automatic inclusion on the 27-person national team).

"It was quite an honor — I was really surprised," admits Krysia, a cheerful and down-to-earth high school senior. Recently, her sailing skills and winning attitude earned her another big award, San Francisco Sailing Foundation's (formerly SFBSA) Perry Harris Trophy, emblematic of outstanding youth achievement in local sailing.

Krysia has been sailing competitively for a little over five years, including three summers in the Encinal YC junior program and the last two with Richmond YC. She occasionally crews for her dad, Tony, on his successful Olson 30 *Bottom Line*, but prefers dinghies. Future plans include campaigning her Europe Dinghy (she raced in the Olympic Trials in Newport Beach this summer — "A real learning experience"), some double-handed Laser II sailing with her 14-year-old sister Jessica, and the rough n' tumble collegiate sailing circuit.

"Krysia practices hard and doesn't let success go to her head," says her former coach, Blake Middleton. "She'll go a long way."

RUNNER-UPS: Rebecca Harris, Annalise Moore, Matt McQueen, Will Paxton.

SEASON CHAMPIONS, PART III

SBRA — Div. C
Wylie Wabbit
WPOD



Melinda & Bill Erkelens
Richmond YC

Piedmont's Bill and Melinda Erkelens, arguably the Bay Area's hottest young racing couple, have their pick of boats to race on. But they keep coming back to the Wabbit. Why? "Because it's affordable and fun — basically just a big dinghy with a beer cooler!" says Melinda, a bankruptcy attorney. "They're a blast to sail, plus everyone in the class is really friendly." The Erkelens are so smitten with Wabbits that they're on their second one (they sold their first to help finance their honeymoon two years ago). Both boats were named *WPOD* after the satirical Tubes song *White Punks On Dope*.

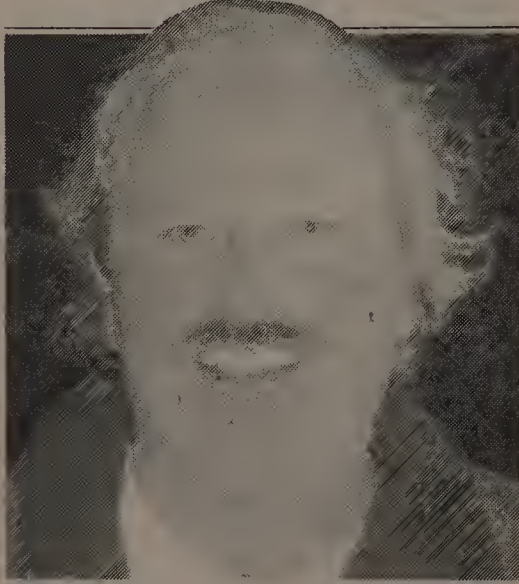
Crewing for them on their present Wabbit (hull #3, ex-One Wabbit Too) were Tim Dion, Charles Whitten, Jon Stewart and Simon Garland. "We'd like to find a permanent crew, preferably a 200-pounder, for next summer," says Bili, an independent yacht rigger. "Teamwork's the key on these things."

Melinda and Bill trade off steering and tactics depending on the conditions. Both Erkelens grew up sailing, Bill on his father's boats, *Hippo*, *Moonshadow* and *Lois Lane* — the boat he met his wife on — and Melinda on her family's Cal 27 *Impetuous*. Her father, Gene Groen, owned the first Wabbit (*Willow*) and her mom Caroline is partners in another (*Mr. McGregor*).

Future plans include defending their Wiver Wun dynasty (they've won three times in a row), some sailing on *Lois Lane* "if my Dad ever finishes the project", and, for Bill, TransPac and other big ticket races on the SC 70 *Silver Bullet* ("the big Wabbit").

2) Kwazy, Colin Moore, RYC; 3) Walkabout, Jon Stewart, CYC. (12 entered; 7 starters on average)

SBRA — Div. B
Snipe
Banana



Charles Heimler
Lake Merritt Sailing Club

If you didn't know that Charles Heimler was an English professor at Cal State Hayward, you'd swear he was the local Snipe dealer: "These are great family boats, perfect for husband/wife or father/kid teams. It's a casual fleet, but we still have lots of good competition from guys like Bart Hackworth, Jon Andron, Jim Grubbs and others. The boats aren't particularly fast, but they're challenging tactically, especially downwind."

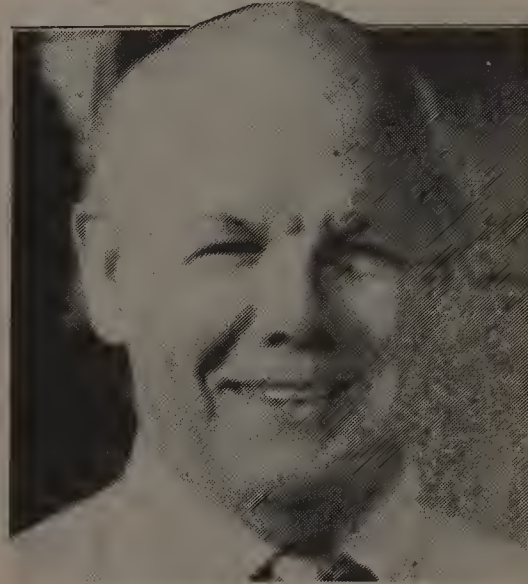
In fact, Heimler loves Snipes so much he's getting his third one in February, a new Eclipse-built model which will replace his 20-year-old vintage Chubasco. He and other Snipers got a fleet discount, and their plan is to test sails from North, Ullman and Sobstad before ordering those *en masse* as well. "The local market will be glutted with good used Snipes for under \$2,000," enthuses Charles.

Crewing for Heimler in his SBRA Snipe debut was fellow Berkeleyite Vince Casalaina. "We were old and overweight, but we beat the younger generation through skill, cunning and perseverance," laughs Vince, a cinematographer who will skipper one of his family's growing arsenal of Snipes next summer. "I'm looking for a 100-pound crew for next summer," states Charles, who already occasionally takes his 6½-year-old son Graham with him in the tamer regattas.

In his 'spare time', Heimler races Lasers, and he's the driving force behind the NorCal Laser Masters (over 35) group. "I still enjoy the thrill of blasting around on the edge of control," he admits. "With the Snipe and the Laser, I have the best of both worlds."

2) Doug & Mary Cefali, BYC; 3) Packy Davis, StFYC. (20 entered; 7 starters on average)

SBRA — Div. D
International 14
Biek



Larry Craig
Richmond YC

"Sailing dinghies keeps you young," claims 55-year-old East Bay architect Larry Craig, who moved here from Seattle last year when fellow I-14 sailor Kers Clausen offered him a job. "Part of the deal was that he had to find me a good crew," explains Larry, only half-jokingly. "That's how I found Kevin (Butler), an engineer in our office. He's 25-years old, strong and can remember where all the buoys are for me!"

Craig attributes their victory to experience (he's owned 10 I-14s), perseverance (they made all the races), consistency (some bullets, and lots of seconds and thirds while others self-destructed) and a good boat. *Biek*, a "Bieker I" which Craig built himself two years ago, is named after Seattle designer and good friend Paul Bieker (who returned the compliment by naming his sistership I-14 *Larry*). Like all modern 14s, it features double trapezes and a huge asymmetrical kite on a retractable pole. "There's a real premium on boathandling with these things," says Larry, who enjoys Cityfront races above all else.

Ironically, Craig fell in love with 14s by accident. "I took up sailing 15 years ago when I found a cheap 14 for sale in the paper. Frankly, I had no idea what I'd bought," he recalls. "It was very humbling at first!" Hooked on the 14's thrills and spills, as well as the developmental aspect of the class and the camaraderie of the "special breed" of people who sail them, Craig has never really been tempted to sail anything else. "Keelboats bore me to death!" he says.

2) Keith Stahnke, StFYC; 3) Alan Laflin, StFYC. (30 entered; 12 starters on average)

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"Seven turkey on french, two without mayo, one without tomato, one without mayo and without onions," repeated the woman behind the counter.

Finally, she had it right. "That's it!" I confirmed.

"Okay, give us about 15 minutes," she informed me.

It was a busy morning at the local waterfront market and sandwich shop. But this would still be much faster than making lunch at home. So I wandered over to the refrigerated section and pulled out some beer and soft drinks. (As usual, I had no recollection whatsoever regarding how much was still left in the ice box from last month.) Then I selected some cookies — the expensive kind seem to keep the crew happier — and was heading for the muffins and granola bars when I bumped into an acquaintance, doing essentially the same route through the store but in the opposite direction.

"Good morning, Max," he greeted me cheerfully. "Racing today?"

"Of course," I answered, gesturing to my basketful of goodies. "We never miss a midwinter race. What are you up to today?"

"Same race as you," he said as he selected a bag of ginger snaps. "Sure is convenient having this store right here next to the marina!"

"But I thought you only played with the big boys in IMS. This series is strictly PHRF and one-design."

"Don't get me started on IMS!" he warned me as he threw two more bags of cookies in his basket. "I'm taking a break from IMS for a while."

"What happened?"

"First it was the so-called 'optional regulations', which would have made my boat illegal because it's a stripped-out racing



from the mid-'70s, with about as comfortable a cabin as you could ever imagine on an ocean racer.

"No door on the head. And too many pipe berths. IMS insists on hard berths."

"That's nuts," I said.

"It gets worse," he continued. "Then the crew limits came down from on high, and I had to kick off two of my regulars. And then the folks back in Newport lost my certificate . . ."

"Wait, you can't blame an administrative screw-up on the IMS rule," I said. "And the crew limit, isn't that supposed to be able to be modified locally?"

Left to right: Centurion 42, Jenneau 32, Tartan Ten and IOR quarter-tonner. Is there a handicapping system that can treat them all fairly?

minor inconveniences like having to wait two full weeks to find out how we placed in some of those races — it used to be just 'til the following Tuesday when we raced in the old handicap division. And then the last straw was when we were protested for using a new mainsail."

"Was the new sail legal?" I asked.

"Sure. . . Well, almost. You see IMS has batten length penalties, so every new sail has to be measured. Absurd, if you ask me."

He grabbed a box of chocolate-filled croissants, and I followed as he cruised over to the beer refrigerator.

HOW TO FIX IMS

- 1) Make the formula public.
- 2) Make the lines measurements public.
- 3) Correct the advantage for very deep keels and related features.*
- 4) Use single-number ratings for anticipated average wind speed, announced with the race invitation.**
- 5) Adjust handicap distance for tidal current.**
- 6) Accept designers' lines in lieu of hull measurements for club racing.
- 7) Allow yachts to be rated with any desired crew weight within reasonable limits.
- 8) Eliminate unreasonable interior amenities requirements.
- 9) Measure pitch inertia directly for racing above the club level.***

* These adjustments are promised for the 1993 ratings.

** This is up to the race organizers.

*** A pitch inertia measuring machine exists, and might be in service by 1994. Meanwhile, "surrogate data" for pitch inertia will be used.

machine . . ."

"Your boat's stripped out?" I said in amazement. His boat was a big old IOR racer

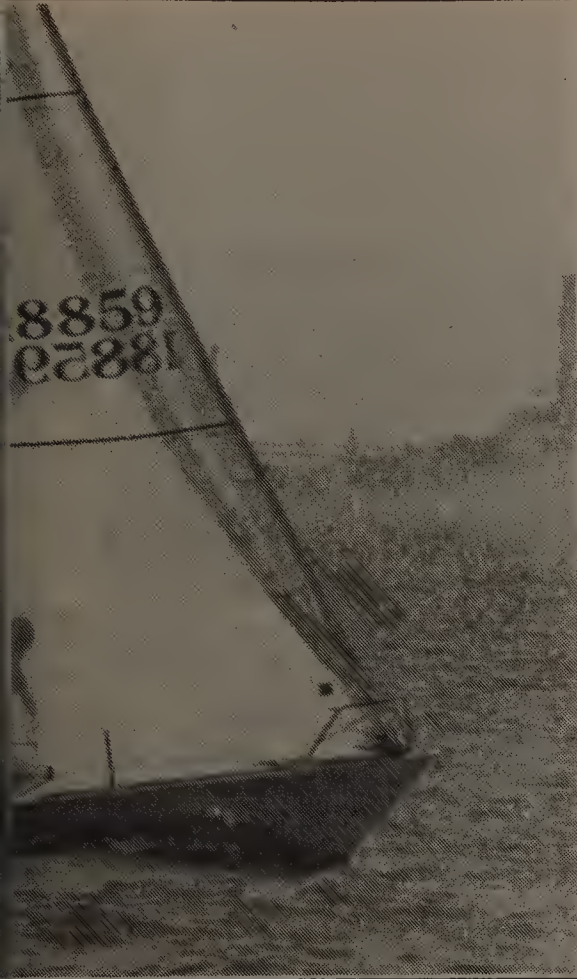
"Maybe, but they followed the lead of big events for the regular Bay season, and the crew limits were in force. Not to mention

There we ran into another boat owner we both knew, also provisioning for today's race. He had been listening in.

"So now you're back to PHRF!" He said. "Hell, I can't say I blame you. I was thinking about getting an IMS rating for my boat at one point, but with all the problems with that measuring machine, I decided to wait a few years. Now it's too late, though."

"What do you mean, too late?" I asked. "I'm sure they'll be happy to measure your boat and give you a rating."

"Too late," he explained, "because there's no way my boat could ever be competitive, now that the designers have got the rule so well exploited. If I was serious about racing IMS I'd need a new keel and rudder, and it would increase my draft by about two feet if we did it right. No thanks, I'll stick to PHRF



and one design, when and if we get the fleet together."

He lifted two six-packs of an expensive European beer out of the big cooler and into his shopping basket. "And you can buy a lot of beer in green bottles for the cost of a keel mod!"

"Remember when the IMS was promoted as a rule that was going to keep all the old boats competitive?" said the big-boat owner. "Remember when they even had a Concordia Yawl win the Bermuda Race one year, under the Measurement Handicap System that was a precursor to IMS?"

I nodded. The three of us wandered towards the produce section, and my two friends started loading up on apples and bananas.

"So is there even an IMS fleet left?"

"Yes, they're still out there," he said. "But it's been an uphill fight. It was almost as if every one of the policy decisions over the last five years was planned to kill it off. First the accommodation requirements alienated what should have been the strongest constituency — the obsolete IOR racers. Then the crew limit insures that entry-level crew — people that might eventually want to buy boats and play the game themselves — are almost never invited out. And finally, against the rule's stated philosophy, they leave a big advantage for deep keels in the rule, so you can't be competitive with an old boat. The latest hot 40-footer draws 7.7 feet!"

While he was talking I noticed a

bicycle locked to a picnic table out in front of the store that looked familiar, somehow. Maybe it was the life-jacket and boots strapped to the rear carrier, or the bumper sticker with a sailmaker's logo pasted to the frame.

"Actually I think the IMS is potentially the best handicapping system that's ever been written," said a female voice approaching from the soft drink cooler. "And there's still a chance that someday it might live up to some of the early hype."

Sure enough it was Lee Helm, a naval architecture student who sometimes crews for me. I tried to introduce her to my friends, but instead they dove right into the debate.

"So why don't we have a strong fleet, if the rule is so good?" they both asked.

"Because the administration of IMS has been totally clueless."

"You mean back in Newport?" I asked.

"For sure, that too," she said. "But also right here on the Bay. I mean, the whole concept of the rating matrix, where each boat has a different rating for each wind speed and point of sail is basically valid, but like, it's been badly abused. Most race committees have no business trying to make that work. And competitors hate it, because they can't tell who's winning during the race."

"True, it does tend to feel more like racing against the clock than against other boats sometimes," confirmed the former IMS racer. "But what's the alternative?"

"I don't know," said the other racer. "There are conditions when some boats do have a distinct advantage."

"For sure, but on the average that will go both ways with equal frequency. One year a good light-air boat might get lucky if the wind averages only 8 knots, another year if it's a steady 25 the heavy-air boat makes out. But that way a boat that's just a shade off the pace from the best competitors still has a chance, if they get their weather."

"It keeps the interest up around the mid-fleet types, I guess," he said, "but is it fair to the top boats to subject them to that random weather factor?"

"I think so," she said. "Remember, most of the time the wind really will be a lot closer to that 16 knots (or whatever they decide the average really is), than to either of the extremes. Besides, the effect of tidal current makes the wind strength corrections look pretty silly anyway. I mean, a small boat might as well not show up for an IMS race if there's a significantly bigger boat in the same race and a strong flood tide."

"So," I said, attempting to moderate this discussion. "The local fleet could do all this if they wanted to. What about back east?"

"The big problem is that they're not being true to the initial stated philosophy of the rule. The formula that the rule is based on is still secret, so we can't exercise anything resembling democratic control over features in the rule that effect which types of boats are the most competitive. Instead, certain manufacturers appear to have the rule in their own pocket, and the result is like, too predictable."

"What was this initial philosophy

HOW TO FIX PHRF

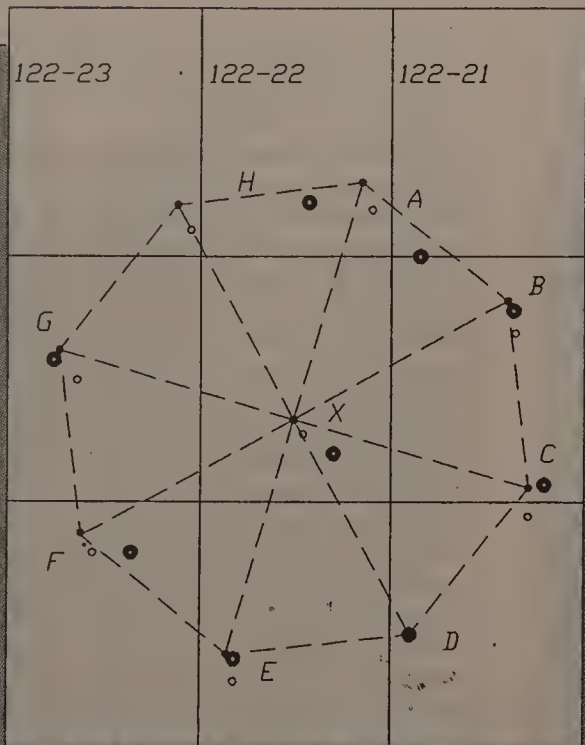
- 1) Split rating into three numbers:
 - a) Summer Bay (corresponding to 18 knots windward-lee ~~away from~~ ^{from} IMS)
 - b) Winter (corresponding to 'normal' U.S. sailing conditions)
 - c) Downwind Ocean (for long down-wind ocean races)
- 2) Lower fees for 'easy' ratings (one designs), raise fees for custom boats or first of a class.
- 3) Establish a complete set of default class rules for yachts with no active class organization. When there is a class organization, a copy of the rules needs to be on file and called out on a PHRF certificate.
- 4) Collect performance data from race organizers using a publicly stated methodology.
- 5) Allow yachts to have more than one valid rating for different rig configurations.

"Just pick a single point based on climatology. Like, for Big Boat Series, just say '16 knots, windward-leeward' in the race announcement. And maybe increase the handicap distance by a few percent to compensate for current. That way everybody goes into the event with a single number, and you can at least imagine you're racing against other boats again!"

supposed to be?"

"They were supposed to keep modifying the parameters so that this rule would not be type-forming. That was the reason for keeping the formula a secret in the first place, so designers couldn't design to it. If one type of boat starts to dominate, they were supposed to just tweak the coefficients in the formulas a little and force those boats

37-54



37-53

- CORRECT BOAT POSITIONS
- CHARTED BOAT POSITIONS
- ACTUAL BOAT POSITIONS (11-20-92)

37-52

37-51

CORRECT POSITION		ACTUAL POSITION		ERROR (N.M.)	CHARTED POSITION		ERROR (N.M.)
LAT	LOX	LAT	LOX		LAT	LOX	
X	37 52.34 122 21.51	37 52.20 122 21.30	0.22	37 52.28 122 21.46	0.07		
M	A 37 53.30 122 21.15	37 53.00 122 20.85	0.38	37 53.19 122 21.10	0.12		
A	B 37 52.82 122 20.40	37 52.78 122 20.37	0.05	37 52.69 122 20.36	0.13		
R	C 37 52.06 122 20.29	37 52.07 122 20.21	0.06	37 51.94 122 20.29	0.12		
K	D 37 51.46 122 20.90	37 51.46 122 20.90	0.00	37 51.46 122 20.90	0.00		
	E 37 51.38 122 21.86	37 51.36 122 21.82	0.04	37 51.27 122 21.82	0.11		
	F 37 51.86 122 22.62	37 51.79 122 22.36	0.22	37 51.79 122 22.56	0.08		
	G 37 52.62 122 22.73	37 52.58 122 22.76	0.05	37 52.50 122 22.64	0.14		
	H 37 53.21 122 22.12	37 53.22 122 21.43	0.54	37 53.11 122 22.05	0.11		

Correct positions based on variation = 16.25 degrees and mark D located at 37 51.46 x 122 20.9

back into parity with the rest of the fleet. But now it's clear that the rule is type-forming, the designers have all figured out exactly what the rule says, and they build boats that exploit it. And they are excellent boats, by and large. But is there an IMS Committee making adjustments? Noooooooo. And because the users of the rule, the average dues-paying owners like you guys, aren't even allowed to see what the rule looks like, there's no way to lobby for any kind of specific change!"

"Now you know why I'm racing PHRF!" said my friend.

"But what about the Owners Association?" asked the other skipper. "Don't they have some control of policy?"

"There might finally be some reasonable changes this year," said Lee. "They're promising a better theoretical basis for rating light boats, based on spin-offs from America's Cup data. And a complete re-work of the formulas for keels, and evaluation of the effect of heeled shapes and pitching moment. If I were, like, an optimist, I'd say

they were going to make the necessary adjustments to take most of the advantage away from the newest boats. But without having access to the formulas, we have to take this on faith."

Lee continued to rant: "And then there's that stupid hull measuring device. Designed in the '70s using '60s technology, forced on us in the '80s, and now it's the '90s and the thing is 30 years obsolete."

"What are the alternatives?"

"Just read the lines off a sheet of paper! Or accept a data file of offsets from the designer! And like, if anybody thinks a boat isn't really built to the lines on the certificate, it's simple enough to protest and spot check. But then the certificate would have to have the lines of the yacht on it, and the lines of any rated yacht would become essentially public information. The official measuring machine should only be a method of last resort, when it's impossible to come up with accurate lines by any other means. I think it should only be rolled out of the closet for maybe five percent of all the boats that get rated. Somewhere, at some time, somebody made the dumb decision that the lines of a

racing yacht should be treated as confidential information — as if you couldn't get the lines of any boat you want just by waltzing into the boatyard with a tape measure and a plumb bob! The result is a measurement process that costs a big chunk of moola."

"Another example of how the rule administrators are attempting to cater to the short-term interests of a few designers and builders rather than the interests of the owners, if you ask me," said the former IMS racer.

"Yeah, but wait 'til you're back in PHRF for a while," said the other racer. "It's got some problems, too."

"Nothing we couldn't fix easily," said Lee. "But that committee is overloaded. One thing we have to do is give the right strokes to the committee members, so they feel better about volunteering even more time."

"I thought they just used a dart board!" joked they IMS owner.

"They sort of do," said Lee, "and even then it's a thankless task. So first off, we need to charge more for the 'difficult' certificates — that is, the custom designs or the previously unrated classes. Maybe that way the committee can meet at a nice restaurant and have dinner paid for."

"You know, we started doing that for protest committees at our yacht club," noted one of the sailors, "and the quality of committee work suddenly took a noticeable jump upward. Aside from it being much easier to put the committee together, they felt a responsibility to earn their dinner by doing a reasonably professional job."

"Same principle here," said Lee. "Charge a lot for the custom designs, charge even less than the current rate for the one-designs (because they won't even bother with a certificate unless it's real cheap), and do the job right. In fact, with IMS data for guidance, it would make sense to borrow a little bit of the IMS rating matrix idea and split the rating into three numbers: summer bay, winter bay, and downwind ocean."

"I think there's reasonable consensus that that would be a good idea," I said. "There's a separate PHRF rating for the race to Hawaii already, at least *de facto*. And everybody's tired of being beaten consistently by that light-air flyer that only races in the winter, and by that heavy-air bomb that only shows up in the summer."

"If the IMS wasn't such a secret," added Lee, "anyone with a PC could run a sample IMS rating on any boat in any configuration they wanted to look at. Think what a val-

BENDING THE RULES

uable tool this would be for a PHRF committee."

"It's just a question of the PHRF Committee deciding to sit down and do their homework," said the big-boat owner. "If they were sneaky enough, they could probably come up with a reasonable facsimile of the IMS program, if you know what I mean."

"And hey, while we're talking rules," said Lee, "I was going to tack this up on the yacht club bulletin board."

She handed me a flyer from an organization called SNAME.

"Sname?" I asked, rhyming it with 'name.'

"It's pronounced 'snay-me'," she corrected. "It's the Society of Naval Architects and Marine Engineers. This month the meeting is about the America's Cup Class Rules, January 14th, at Berkeley Yacht Club. Jim Antrim's the speaker."

"Isn't that a professional society meeting, intended for the members?"

"Sure, but yachties are always welcome when it's a yachty-type subject. Costs about \$20, call Maggie at Herbert Engineering a

few days before, at 415-296-9700 for a res. Who knows, some of you might be interested in associate membership!"

Lee went back to the beverage cooler and got a four-pack of spring water.

"She dragged me to one of those meetings once," I warned my friends. "Good stuff, but those people live in a different world."

"Professional societies are like that," said the owner of the smaller boat. "But I just might show up, being the dedicated America's Cup fan that I am."

But before I could wind up the gossip session and wish my two friends good luck in today's race, Lee was back with another bit of information.

"I've got one extra copy of my chart of the latest buoy positions," she said. "You guys can fight over it."

And she left the chart on top of the melons and headed for the cash register.

"You take the chart," I said to the big-boat owner, after taking a quick look. "We can always follow you around the course."

"Oh, thanks," he said, looking at the

chart. "I had a feeling the starting line was off station last month."

Just then yet another sailing friend came into the store.

"Hide that!" I said. It was my most dangerous competitor, and I didn't want him to see the new mark positions. Fortunately he went straight to the sandwich counter and didn't notice us. I followed him to the counter to say hi and see how my order was coming. But instead of ordering sandwiches, the woman at the counter just handed him a basketful.

"Morning," I said. "How do you get them to do that?"

"Just call up an hour in advance," he said. "Don't tell me you actually sit around waiting for sandwiches before each race!"

"Oh no," I replied, not wanting him to feel like he had a strategic advantage this early in the day. "Just stopping in to get some extra beer. Good luck today!"

"Thanks, you too!"

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With reports this month on **The Saintes**, a great but little-known charter destination in the Lesser Antilles; on the **December Crewed Charterboat Show** in Antigua; and on the risks of not taking safety precautions when using a dinghy.

The Saintes — Something Special Under The Sun

Where do professional Caribbean charter crews go when they get time off between charters? If they're in the vicinity, many head for Iles des Saintes, 10 miles south of Guadeloupe.

If you've never heard of 'The Saintes', you're not alone; neither have most people who've chartered in the Caribbean. Although The Saintes is located in the middle of the Lesser Antilles, it's not 'next door' to any of the big charter bases that cater to Americans, such as the Virgins, St. Martin, St. Lucia and Grenada.

The Saintes consists of five small islands and several piles of rocks. The grand total covers less than six square miles of Caribbean Sea. Only the two largest, Terre d'en Bas and Terre d'en Haut, are inhabited.

Volcanic in origin, The Saintes are an enchanting sight, especially when approaching from the south. Weaving your way between Grand Ilet and La Coche, you're surrounded by three steep green peaks that rise nearly 1,000 feet from the sea. After rounding Pte. de Bois Joli, you're confronted with 265-ft. Pain de Sucre, a 'mini piton'. Finally, the gingerbread rooftops of the little homes of Bourg de les Saintes,

living through small scale fishing and low-key tourism. When we say the tourism is low-key, we mean it. Bequia and St. Barts, a couple of other small Caribbean islands, seem like New York and Paris by comparison.

Bourge de les Saintes is the only town, and it's really nothing more than a sleepy little village. When three people gather around the fountain in the little park, it's considered quite a crowd. Nonetheless, the people who live in The Saintes seem content with their lot in life. And it's easy to see why.

Among the more appealing qualities of The Saintes is the tranquility. There's no check-in required, no irritating boat boys, no boom boxes blasting into the wee hours, no crowds and no crime. There's only about four short roads and you can go for days without seeing a car in motion.

Unlike most of the Caribbean Islands, the huge majority of Santois are white. The explanation is simple: the steep volcanic peaks made the islands unsuitable for growing sugar cane, thus no slaves were imported. Indeed, the first residents were French criminals who were allowed to roam in order to gather their own food and catch fish. Talk about being cool and unusual punishment!

Since the main island of Terre d'en Haut is so small, walking is the preferred mode of transportation. The only exception is when needing a dink to visit the nearby islands or ascending Le Chameau, a 1,036-foot peak. Unless you've done an Iron Man, you're probably not in good enough shape to enjoy such a stroll in the tropical heat.

Two of The Saintes' highlights are Fort Napoleon and the look-out atop Le Chameau. Both are remnants of 18th century, when superpowers France and Britain battled furiously for control of these strategically located islands. The 1872 Battle of The Saintes, when Admiral Rodney and the British fleet annihilated Admiral DeGrasse and the French fleet, remains one of the landmark battles between those two nations.

Fort Napoleon, a short uphill walk from Bourg des Saintes, is an impressive structure that's been well-maintained and features a pleasant garden and small museum. With it's



thick walls and moat — now empty — it would seem to have been impregnable. Like all good forts, Fort Napoleon commands a fine view of all approaches.

Although the look-out atop Le Chameau has not been well-maintained, it's from the same era as Fort Napoleon and offers a truly spectacular 360° view of this part of the Caribbean. Bring the camera and don't forget an extra roll of film! The silence up on the look-out is deafening. It's also easy to imagine an 18th century sea battle raging below you, as there is hardly a product of the 19th or 20th centuries anywhere in view.

The Saintes is the kind of place where even the dump has a certain charm. The locals haul all their trash up near the top of Le Chameau, ignite it, then and shove it off the back side of a 900-foot cliff. Greenpeace would have a fit, but the Santoise consume and pollute very little — at least compared to the rest of the world.

There are a number of excellent beaches throughout The Saintes, most of them easily accessible. Perhaps the most popular are the twin sand beaches of either side of the narrow peninsula that connects Pain du Sucre with the rest of Terre D'en Haut. You can anchor on the west side and find good protection from the normal trades and



The most popular anchorage in The Saintes is at Pain de Sucre. C'est tres bon!

tucked into the hillside, begin to appear.

The population of The Saintes is said to be about 1,500, most of whom make their

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OF CHARTERING



LATITUDE/RICHARD

Scenes from The Saintes: enjoying a morning croissant; downtown Bourg des Saintes; and fishing in the front yard.

associated seas. The water here, like off the main anchorage at Bourg des Saintes, is travel poster blue.

For the more adventuresome, Grand Anse is a quarter mile walk to the windward side of the island. Swells from the open Atlantic break on the long sand beach. It's always been sloppy when we visited, but it's said to sometimes offer good waves for body surfing. It's also the perfect spot from which to watch the little planes — there's about one a day — try to land on the tiny runaway. If they come up short, they pile into the hillside; if they overshoot it, they're in the Atlantic surf.

For such a little area, there's lots of things to do in the Saintes. You can either take the boat or dink a half-mile across to Ilet a Cabrit and climb 260 feet to the ruins of Fort Josephine. If the weather is calm, you can anchor off Grand Ilet, La Coche, Les Augustins or any number of other spots for interesting snorkeling. You can make the short hike or take your boat over to Marigot Bay, where improbably enough, there's a boatyard capable of hauling boats to 45 tons. Those who like to live dangerously can

sail over to the windward side and then try to slip between the reefs into the protection of Baie de Pontpierre.

Off-duty charter crews usually prefer something less hectic. A morning coffee while watching the local fisherman haul in a net-full of fish from their front yard, for example. A stroll to the *patisserie* before the 0930 ferry drops off the day-trippers from Guadeloupe. Perhaps a hike to Grand Anse or a dink ride to Pain de Sucre for an afternoon of swimming. Then a sundowner in the cockpit followed by a relaxing dinner aboard with mates or ashore with new friends from neighboring boats. Despite the tiny population, there is some decent dining on The Saintes. It is French, after all.

If you're looking for babes, rum houses and jump-ups until dawn, The Saintes is not for you. But if you're going to the Caribbean to really relax with someone your love or folks whose company you really enjoy, it just might be the perfect spot. At least the charter pros think so.

— latitude 38

Antigua Charterboat Show

The crewed charterboat industry is a great economic barometer. When 'first world' economies are booming, expensive crewed charterboats are busy. When the world economy slumps, the crewed charter

industry is one of the first to suffer. Based on the state of the crewed charterboat industry — as measured at December's Antigua Crewed Charterboat Show, the world's largest — the global economy is not exactly blazing. But then you already knew that, didn't you?

"The 180 boats at the show was down just slightly from last year's record number," reports Dana Nicholson, "but there were signs of weakness. We only had one Swedish yacht this year, for example, whereas we had five last year. And there's no question that many charterboat owners aren't in as strong a financial position as they were a year ago. Some couldn't afford to bring their boats to the show, and many who did, had them for sale at bargain prices."

Nicholson says that both the number of crewed charters and the average price of a charter have dropped dramatically since before the Gulf War — and have remained flat ever since. "Prior to the war, the average charter fee was \$13,000 a week; since then it's tumbled to \$8,000 a week."

And it's not just the flat world economy and post war uncertainty that have hurt the crewed charter trade; it's national tax policy, too. For the last several years, beautiful French boats flooded the Caribbean. Many had been purchased because the French government offered extremely generous tax benefits for owners who agreed to work the yachts in the French West Indies for a minimum of five years. There had already

The concept behind crewed charters is simple: after working hard all year, relax and let someone else do all the work.



COURTESY NARIIDA

been an excess supply of crewed charter yachts, so the arrival of all the new French boats just made the glut more severe.

To make things even worse, the French recently rescinded most of the tax advantages. As a result, many of the French owners are trying to sell their boats for whatever they can get. And until they sell, they are offering them for charter at bargain basement prices. Consequently, the competition for business among all crewed boats for business is greater now than at any previous time.

"Prices held firm for Christmas because there is always a greater demand for crewed charter yachts than there is supply during that period," explained Nicholson, "but for the rest of the year rates are soft. If a potential charterer finds a good agent, there is often room for quite a bit of negotiation."

In other words, the crewed charter industry's woes are the consumer's delight. Go ahead, take advantage of their misfortune. They'll thank you for it.

Despite the gloomy outlook for the short term, there was still the usual array of spectacular yachts on display at historic English Harbor. Perhaps the most magnificent of them all was the curiously named *Baboon*, a spanking new 198-foot three-masted schooner. She sleeps 16 and charterers for — call Robin Leach — \$120,000 a week! Hey, what do you expect

that attracted a lot of attention. Not only was the 127-foot modern sloop lovely, but she was gaff-rigged. "She has the biggest mainsail you've ever seen," notes Nicholson — without offering an explanation for the peculiar choice of rig.

When racing boat designers get hot, somebody always commissions them to design a big luxury charter yacht. This explains *Cinderella*, a new 104-footer that's the first non-racing design from the board of Billy Tripp.

Nicholson identified *Whitehawk*, the magnificent 105-foot cold-molded Bruce King design, as being typical of the type of bargains available. Sleeping six in bunks that feature hand-painted sheets and a master stateroom that comes complete with a wooden tub, she goes for \$17,500 a week. That's far beyond what most of us could ever dream of spending, but it's nonetheless a considerable discount over her rate in previous years.

Looking for a bargain for a luxury charter bargain for your extended family or yacht club group? Nicholson recommends *Atlantis*, a 157-foot three-master schooner. She's got 17 equal cabins, each of which sleep two. The weekly asking price for the schooner and her 14 crew is \$35,000 a week — or about \$1,000 per person. Like all crewed charter rates, that price is believed to be flexible.

Actually, \$1,000 per week is about the minimum anyone should expect to pay for a decent crewed charter yacht, meals included. The above-mentioned yachts are atypically

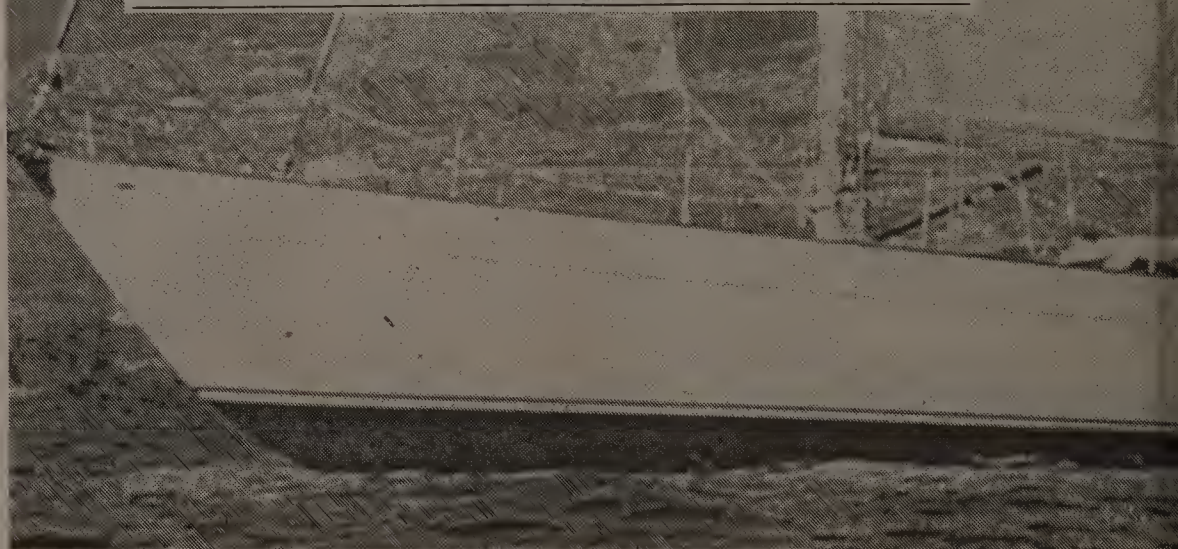
Crewed charter yachts comes in all shapes. The Ocean 75 'Squilla' (spread) and the 157-foot schooner 'Atlantis'.

large, as most crewed charter yachts are between 50 and 75 feet, and are designed to accommodate between four and eight. A typical example would be the lovely Bowman 57 *Emily Morgan*; but there are scores of other crewed charter yachts like her.

If you're looking for a boat with a Northern California connection, *Lena Marie*, the Baltic-trader once owned by the late Peter Stocker and associates, was at the show and available for charter. She sleeps eight and is offered for \$16,000 a week.

Life at English Harbor is reported to be pretty much the same as always, although there are fears that the historic docks may soon tumble into the water. "Two hundred years ago, Horatio Nelson brought the rock for the docks over from England as ballast," says Nicholson, "and then returned home with sugar cane. The problem is that Med-moored modern yachts have engines, and as they depart, their prop wash blasts away at the sand foundations. Some docks have 18-foot deep caves carved out underneath them. The Canadians are trying to put something together to preserve them, but who knows if they will hold out that long?"

Actually, the docks serve as a pretty good metaphor for the crewed charter trade. Will it stand up long enough for the global



Something nice in a main salon — the ketch 'Belle Adventure'.

to pay for a yacht which is decorated with Chagalls and Miro's?

White Eagle was another new large yacht



COURTESY SAQUILA

economy to rebuild a strong industry base? But then, why the hell should you care? It's a buyer's market; if you've got the money and inclination, there's never been a better selection at better prices.

For further information, call Nicholson Yacht Charters at (800) 662-6066, or any other charter broker.

— latitude 38

Catch Our Drift?

Often one of the most exciting things to do when chartering a yacht is to take off exploring in the dink. If you're chartering in the Sea of Cortez, you might be anchored off Isla Partida and want to take the dink around to Candelero to bathe at the well. If you're at Moorea, it's fun to dinghy inside the reef from Cook's Bay to Opunohu Bay. If it's a calm day, you can dinghy from Anguilla's Road Harbor to lovely Sandy Cay.

In all of these cases your safety is dependent primarily on the dink's outboard, especially in situations where there's a strong offshore wind. Modern outboards are marvels of reliability, but they're not perfect. Then there's the matter of 'pilot errors': no fuel, bad fuel mix, flooding, incorrect choke position, kill switch on, and so forth.

The reasons an engine won't start aren't as important as the fact it won't start — not if you're drifting away from land and your mother boat. The consequences can be serious if not fatal, as evidenced by an

incident last year in the Grenadines.

Two men from the charter yacht *Alice*, which was anchored off Bequia, went fishing in the vessel's dink on the afternoon of August 6. They motored 500 feet downwind of the yacht, killed the engine and cast their lines. They'd drift for awhile, pull in their lines, motor back to the original position, and start all over again.

Everything was fine until the last time they tried to start the 30 hp outboard. Try as they might, they couldn't get the damn thing going. Being blown west with the trades and away from land and other vessels, their calls for help and flashlight signals went unnoticed. So they spent the night drifting at nearly two knots toward the 1,500-mile distant Central American coast. The men, who were dressed in only trousers, were fortunate in that the tropical air and water were both very warm.

When dawn broke, they could still see land to the east, but it was far away. They were able to get the outboard restarted, but they ran out of fuel before they could reach help. With neither food, water, nor a means of attracting distant attention, they once again drifted helplessly toward Panama. By this time the 20-knot trades had created 5 to 6-foot seas. They were in deep poop.

Alerted by the other members of the crew, the St. Vincent Police dispatched an aircraft to search the waters to the west of Bequia. This was done for an entire day without success. Having once spent a morning flying over these very waters looking for a stolen 14-foot red inflatable, we know firsthand just how difficult such a search can be. When the plane first gets off the ground, you go, 'Wow, you can see everything from up here!' As you gain altitude, however, your enthusiasm turns to depression. You never appreciated just how immense even a small segment of ocean is.

The following day, a Coast Guard C-130 from Puerto Rico flew a computer-guided search pattern looking for the two men. Even though the C-130 flew to within 100 yards of the duo — who were now spending their third day drifting in the dink — the plane's crew was unable to spot them. The white dinghy would have been nearly invisible upon a sea full of whitecaps.

It took a minor miracle two days later for the men to be saved. The sharp-eyed Second Officer aboard the tanker *Euphrates*, headed from St. Lucia for Aruba, sighted the dink 1½ miles off his bow. These was remarkable,

as the seas had built to 12 feet. Somehow the crew of the tanker were able to stop the ship without losing sight of the men, then rescue them. The men were suffering from severe sunburns as well as fatigue. One collapsed upon rescue. Both have since recovered completely, but it was a close call.

We recommend five precautions to help charterers avoid such risky situations with a dink: 1) Whenever possible, stay upwind of a boat or point of land. 2) Never go anywhere without oars. 3) Make sure there is plenty of fuel for the outboard. 4) Carry effective signalling devices for both day and night. 5) Always bring a waterproof handheld VHF.

Anchored off Mustique a few years back, we once hopped into our dink with our seven-year-old son. Letting go of the boat, we yanked at the starter cord. It was futile, as the fuel had been contaminated with water. Like the two men above, we began to drift toward Central America at about two knots. We weren't *that* worried, as it was the middle of the day and somebody from our boat would soon realize we were missing. After 15 minutes we were rescued — by some local

LATITUDE/RICHARD



After taking a few simple precautions, you shouldn't have any safety problems with a dinghy.

fishermen who had noticed our predicament from the beach!

It was a good lesson for us — and we were thankful that 'school' had lasted just a quarter of an hour. But trust us, you don't have to jeopardize your well-being to have fun with the dink. Just carry a little common sense with you.

— latitude 38

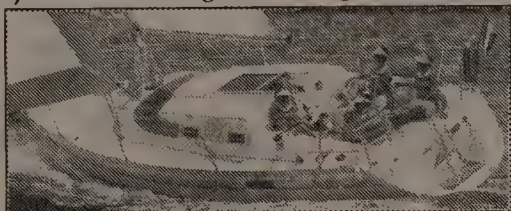
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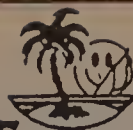
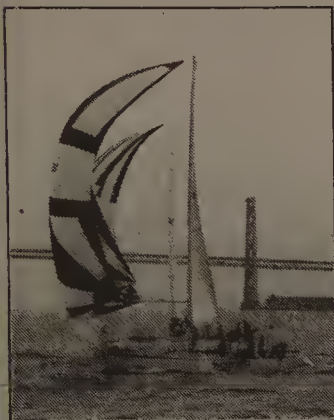
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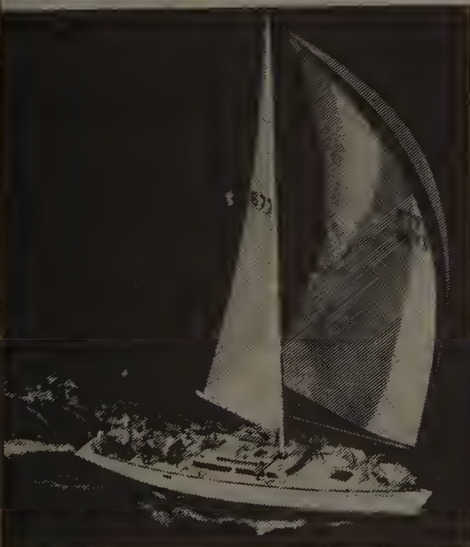
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THE RACING

With reports this month on the **collegiate sailing circuit**, the carnage-strewn **Vendee Globe Challenge**, eight different **midwinter races**, Norman Davant's **Tips From the Top** on **offshore racing**, and the usual clutter of **race notes** at the end.

Collegiate Sailing Update

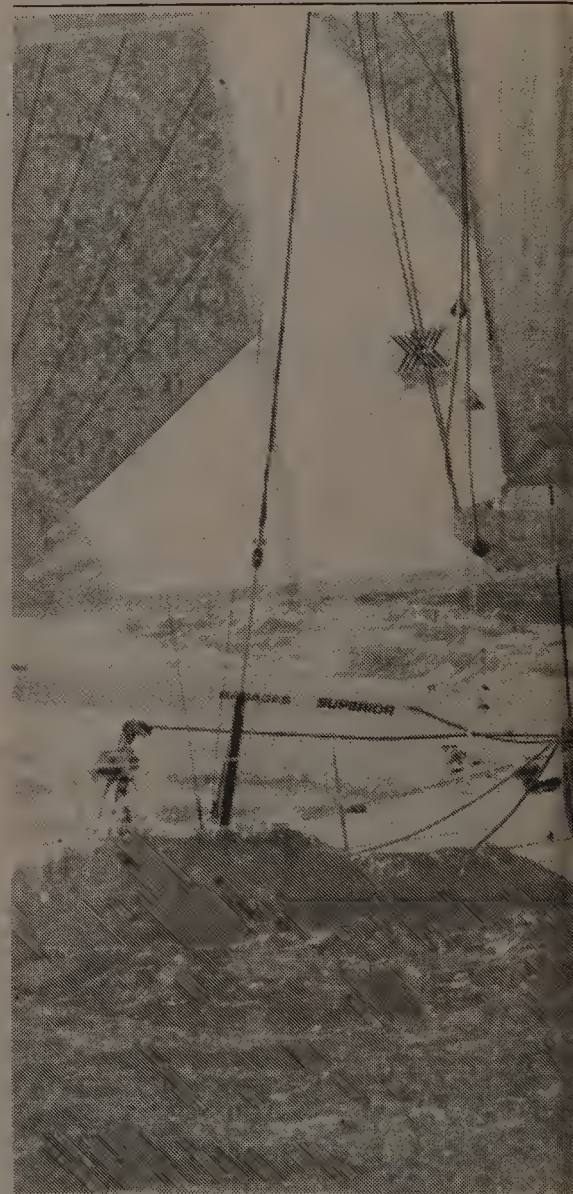
"There's some incredible sailing talent in West Coast colleges at the moment. I'd say this is the most competitive that Pacific Coast schools have been in the last decade," claimed Stanford sailing coach Blake Middleton, who is paid to study these sort of things. In fact, along with fellow coaches Ken Legler (Tufts) and Gary Bodie (Navy), Middleton is responsible for ranking collegiate sailing's Top Twenty schools each month. The January rankings, which have Tufts first and Navy second (hmmmmmm, wait a minute!), also include five of the West Coast's finest: Irvine (3), Hawaii (4), Stanford (10), Berkeley (14) and USC (19).

Rankings were based on regattas through mid-November, so the Singlehanded National Championships (Coast Guard Academy, Nov. 6-8, Lasers) are reflected in the results. Irvine's talented Randy Lake won; University of Hawaii's Morgan Larson was fourth. Also counting was the large, four division North/South Invitational (UC Santa Barbara, Nov. 14-15, FJs and Lasers), the unofficial fall West Coast championship. Stanford won that one on a tiebreaker with San Diego State, followed by Hawaii, Berkeley and Irvine. The Nautical Cardinal's victorious

for West Coast teams further penetrating the Top Twenty. A young Berkeley team distinguished itself at the Sloop National Championship (University of Hawaii, Nov. 20-22, J/24s), coming in third behind Old Dominion and College of Charleston. Freshman Andy Zinn skippered the uncharacteristically light and shifty regatta, assisted by team captain John Horsch, Brandon Paine and David Houser. The upset of that regatta was Navy, led by '92 College Sailor of the Year Brad Rodi, who finished a lowly sixth.

The same weekend, Stanford won the top two spots at the light air West Coast Women's Fall Championship (UC Irvine, Nov. 21-22, FJs). Freshman Gretchen Uznis and Britt Johnson won, while Cinnamon Hampikian and Mary Kussmaul were second.

The main event of the fall sailing season was the fourth annual US-Japan Intercollegiate Goodwill Regatta (Orange Coast College, Nov. 26-28, FJs), which was dominated by University of Hawaii's Jeff Olson and crew Wendel Yamada. This was a huge regatta, bringing together 120 of the best collegiate sailors from the seven US intercollegiate sailing districts and from all over Japan. Americans claimed the top seven spots to easily win the regatta for the

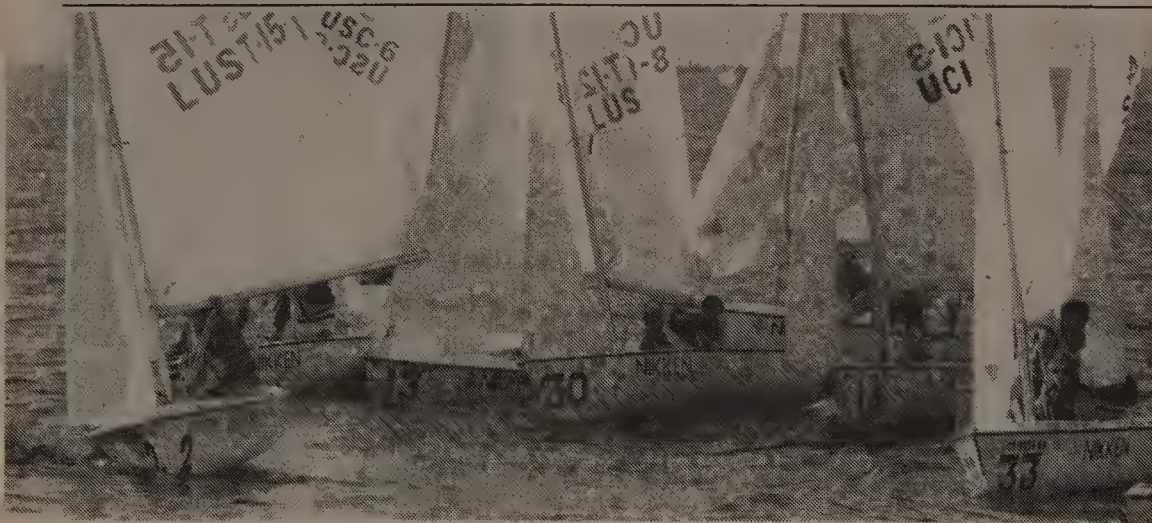


local knowledge to good use, finishing in the top four of the 30-boat 'A' fleet in all 14 races — a remarkable performance. The Japanese teams apparently struggled with the pace of the regatta, unable to handle the many starts and short courses that are hallmarks of the American collegiate sailing circuit. Other top finishers were: 2) Alex Camet (San Diego State); 3) Randy Lake (Irvine); 4) Scott Sellers (Stanford); 5) Shawn Bennett (USC).

Between holidays and exams, December and January are fairly quiet months on the collegiate schedule. However, there's a not-to-be-missed shindig for past and present college sailors on January 9 at Newport Harbor YC. That's when the Pacific Coast Intercollegiate Yacht Racing Association (PCIYRA) will celebrate its 50th Anniversary. Peter Isler will be the after-dinner speaker; festivities will include dedicating the PCIYRA Hall of Fame. "Call me for details," says Middleton, who can be reached at (415) 723-2811.

Deaths Mar Globe Challenge

Not since the ill-fated first race around the world, *The Sunday Times Golden Globe*



COURTESY OCC SAILING CENTER

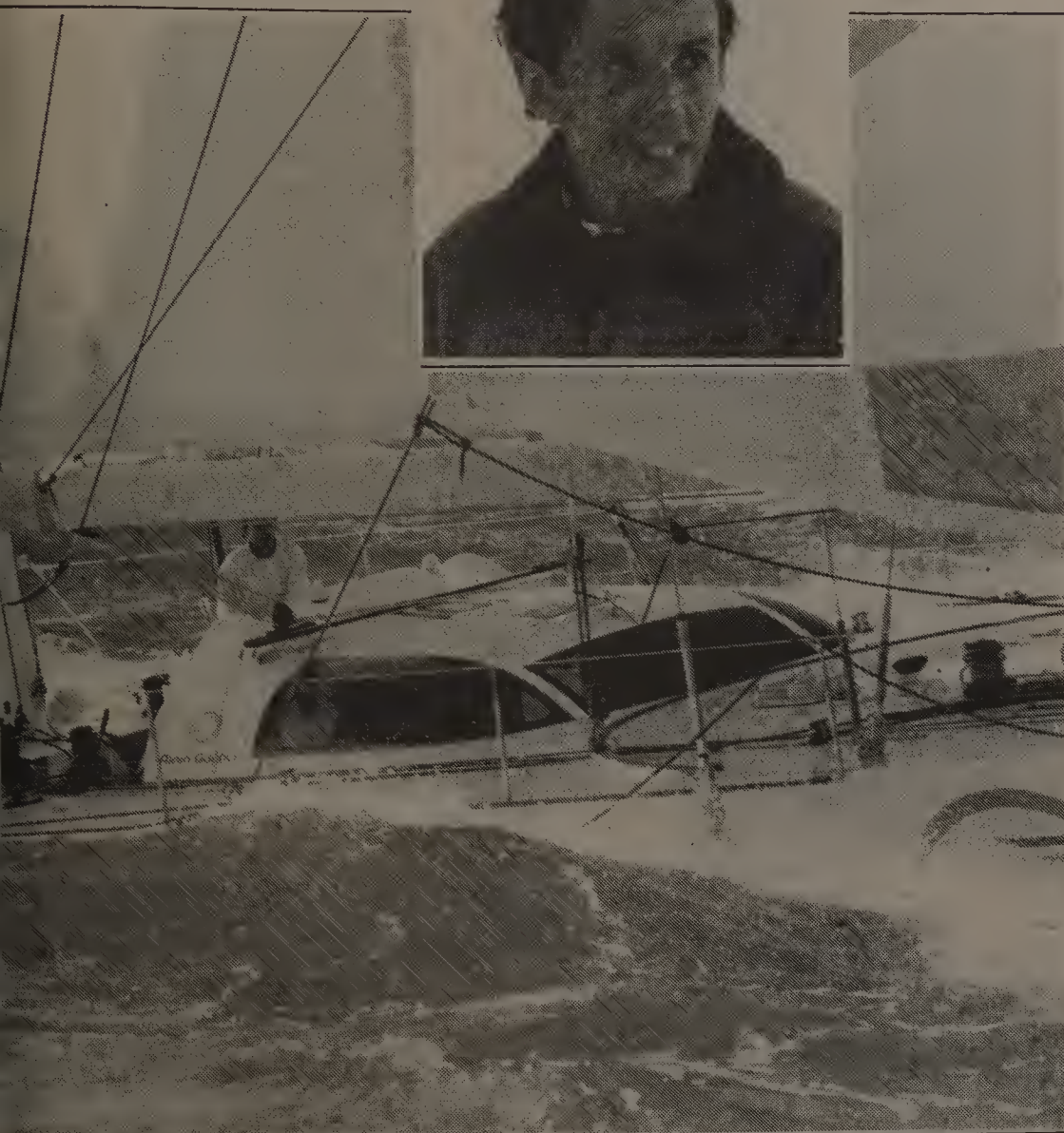
team was John Emory/Michele St. Martin and Scott Sellers/Britt Johnson in FJs, and Charles Meade and Jeremy McIntyre in Lasers.

A number of significant regattas have occurred since then, most of which bode well

'Good racing, harmony and friendship' was the theme of the U.S.-Japan Intercollegiate Goodwill Regatta. We pounded them anyway.

fourth time. The event alternates between here and Tokyo Bay each year.

Olson, a native of Newport Beach, put his



'Bagages Superior' at the start of the Globe Challenge. Inset, 'BS' skipper (and Pee Wee Herman look-alike) Alain Gautier.

Race in 1968, has there been a race as jinxed as the second Vendée Globe Challenge. The 24,000-mile singlehanded, non-stop race around the world got underway from Les Sables d'Olonne on November 22 on a somber note — American Mike Plant had disappeared en route to the start and was presumed dead (see *Sightings*). Subsequently, the 14-boat fleet has been whittled down to its present 11, mainly due to a 45-knot storm which tore into the fleet several days into the race.

Five of these radical 60-footers returned almost immediately to port for repairs. Four restarted: Jean Luc Van Den Heede (*Groupe Sofap-Helvim*) repaired his D-2s, which had pulled out of the mast; Vittorio Malingri (*Everlast/Neil Pryde*) refastened his water-ballast tanks; Phillipe Poupon (*Fleury Michon X*) plugged up a leak at the hull-keel joint; and Yves Parlier (*Cacolac d'Aquitaine*) put in a new mast after losing the first one in an accidental jibe. The rules specify that

participants can't go into any other ports for repairs, so in a perverse way it was fortunate these problems became evident so close to the starting line.

A fifth boat, Loick Peyron's *Fujicolor III*, suffered severe hull delamination and was forced to quit the race. A week later, Thierry Arnaud likewise withdrew *Maltre Coq/Le Monde Informatique* with a mainsail that was torn beyond repair.

But the real shocker of the race to date was the tragic death of Nigel Burgess, an English yacht broker whose body was found floating in his survival suit off the coast of Spain on November 26. Burgess apparently died of a head injury, probably from the boom, while trying to abandon his *Nigel Burgess Yachtbrokers*. The boat was later found still floating, bow down with the forward compartments flooded.

Meanwhile, at the head of the pack after a month, Alain Gautier (*Bagages Superior*) and Bertrand de Broc (*Groupe LG*) are off Central Africa, with Gautier about 100 miles ahead. Both boats are stuck in an area of multiple highs, while third place Nandor Fa (*K&H Bank Matau*) was 300 miles back and

closing. The rest of the fleet was about 350 miles behind him, with Poupon and Van Den Heede making significant gains after restarting.

BYC/MYCO Midwinters

Two of the finer back-to-back days of sailing on the Berkeley Circle occurred on December 12-13, the second of four weekends in the Berkeley/Metropolitan YC midwinters. Saturday's racing featured the standard 7.8-mile triangle, windward/leeward course with 'H' as the first mark, and the dress code called for #1s. On Sunday, the wind was up a little and even more out of the north, so 'A' was the weather mark and the fleet was split between #3s and #1s.

Our completely subjective pick for stand-out performer of the weekend goes to designer Carl Schumacher, who bulletted the tough Express 27 fleet with his *Moonlight* on both days. The Express 27 'varsity' fleet on Saturdays is probably the most competitive racing to be found on the Bay this winter.

SATURDAY, 12/12:

DIV. A (0-138) — 1) *Absolute 88*, Wylie 37, Keith MacBeth; 2) *Sight Unseen*, 11:Metre, John Sweeney; 3) *Rascal*, Wilderness 30, Pat Brown. (7 boats)

DIV. B (141-159) — 1) *Prima Donna*, Islander 36, Eric Warner; 2) *Windwalker*, Islander 36, Shoenhair/Cilliom. (4 boats)

DIV. C (162-195) — 1) *War II*, Schumacher 26, Roger Peter; 2) *Chesapeake*, Merit 25, Jim Fair; 3) *Twilight Zone*, Merit 25, Paul Kamen; 4) *Share-Holder*, Holder 20, Gary Albright; 5) *No Big Thing*, Wavelength 24, Charles Hess. (14 boats)

DIV. E (207-up) — 1) *Jubilee*, Ariel, Don Morrison; 2) *Mad Man X H20*, Santana 20, Steve Katzman; 3) *Thumper*, Wilderness 21, Erich Bauer. (8 boats)

OLSON 30 — 1) *Liquid Gait*, Jack Easterday; 2) *Bottom Line*, Tony Pohl; 3) *WYSIWYG*, Don Martin; 4) *Adieu*, Joe Rosa. (9 boats)

NEWPORT 30 — 1) *Topgallant*, Frank Hinman; 2) *Achates*, Bill Schultz; 3) *Mariner*, Bruce Darby; 4) *Mintaka*, Gerry Brown. (9 boats)

J/29 — 1) *Advantage II*, Pat & Will Benedict; 2) *Blazer*, Mike Lambert; 3) *Wave Dancer*, Richard Leevey. (5 boats)

EXPRESS 27 — 1) *Moonlight*, Carl Schumacher; 2) *Guneukitschek*, John Collins/Seadon Wijssen; 3) *Frog in French*, Kame Richards; 4) *Abigail Morgan*, Ron Kell; 5) *Flying Circus*, Gene Ryley/Dave Hodges; 6) #1, A. Kneifer/Ted Wilson; 7) *Elan*, Steve Lake; 8) *Meeta!*, Stephanie Wondolleck; 9) *Student Driver*, Bill Hoffman; 10) *Fistful of Dollars*, Mark Halman. (22 boats)

CATALINA 27 — 1) *White Satin*, Steve Rienhart; 2) *Freyja*, Larry Nelson; 3) *Latin Lass*, Bill Chapman. (5 boats)

J/24 — 1) *Electra*, John Oldham; 2) *Entropy*, J.

BOTH PHOTOS BY JEAN-LUC COURMELEN

RACING SHEET

Nell Weintraut; 3) **Hard Tack**, Charles Allen; 4) **Wonder Woman**, Dines/Kennelly/Pugh; 5) **Out of Practice**, Vicki Sodaro; 6) **Strange Crew**, Mike Branco; 7) **Grinder**, Jeff Liffin; 8) **Max J**, Ray Sanchez-Pescador; 9) **Sockeye**, Dave Holscher; 10) **Unknown Mirthmaker**, Bob Wall. (24 boats)

MOORE 24 — 1) **Speedster**, Jim Samuels; 2) **Hot Rod Lincoln**, Sharon Hart; 3) **Free Flight**, Pat Mitchell. (5 boats)

CAL 20 — 1) **Farmers**, Richard vonEhrenkrook; 2) **Ice**, Bruce Bradfute; 3) **Upper Bound**, Peter Fowler. (7 boats)

SUNDAY, 12/13:

DIV. I (0-141) — 1) **Special Edition**, Wilderness 30, Eric Sultan; 2) **Mistress**, C&C 35, Fred Winn; 3) **Rojo Grande**, Ericson 38, Hopkins/Albert. (5 boats)

DIV. II (144-195) — 1) **Speedster**, Moore 24, Jim Samuels; 2) **Antares**, Islander 30 Mk. II, Larry Telford; 3) **Free Flight**, Moore 24, Pat Mitchell; 4) **Wahie Cat**, Wylie Cat, Dave Wahle. (10 boats)

DIV. III (198-204) — 1) **Temptation**, Cal 2-27, Rollye Wiskerson; 2) **Con Carino**, Cal 2-27, Gary Albright; 3) **Ex Indigo**, Cal 2-27, Steve Seal/Larry Riley; 4) **Griffin**, T-Bird, Jim Closli. (9 boats)

DIV. IV (207-up) — 1) **Hippo**, Smith Quarter Ton, Mark Wommack; 2) **Nirvana**, Santana 22, N. Throckmorton. (4 boats)

OLSON 30 — 1) **Family Hour**, Bilafer Family; 2) **Hoot**, Andy Macfie; 3) **Assoluto**, Dan Swann. (6 boats)

ETCHELLS — 1) **Puff**, Bert Clausen; 2) **Convicts on Vacation**, Kers Clausen. (3 boats)

EXPRESS 27 — 1) **Moonlight**, Carl Schumacher; 2) **Elan**, Steve Lake; 3) **Light'n Up**, Gary Clifford; 4) **Few Dollars More**, Mark Halman. (9 boats)

SC 27 — 1) **Concubine**, Brad Whitaker; 2) **Mystery Eagle**, Roger Sturgeon; 3) **Cruzin**, Gregory Miller. (5 boats)

WABBIT — 1) **WPOD**, Bill & Melinda Erkelens; 2) **Kwazy**, Colln Moore; 3) **Wind Blown Hare**, Steve Bates. (8 boats)

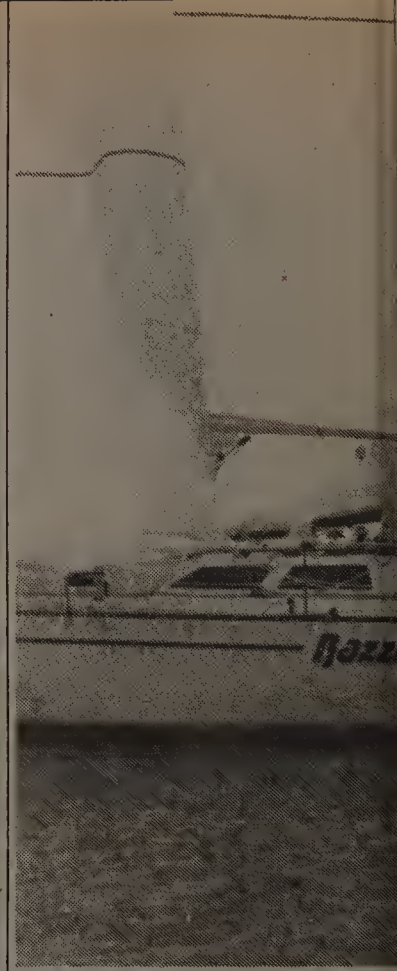
OLSON 25 — 1) **Vivace**, Bill Rless; 2) **Siva**, Gal Bar-Or; 3) **Outbound**, Bill Blosen. (8 boats)

J/24 — 1) **Phantom**, John Gullford; 2) **Frog lips**, Richard Stockdale. (3 boats)

Berkeley YC Chowder Races

The first two BYC Chowder Races on October 31 and November 11 drew small but respectable numbers of boats despite competition from the Great Pumpkin/Red Rock regattas in one case and Thanksgiving weekend in the other. The low-key, free series on the Circle has been nicknamed the "Orphan Series" because its last-Saturday-of-the-month scheduling puts it in conflict with just about every holiday in Western Civilization, including Christmas last month. "If you have a life or a family," joked race chairman Paul Kamen, "you'll be doing something else!"

Twilight Zone, Kamen's faded yellow Merit 25, corrected out nearly six minutes



ahead of the next boat in the fluky conditions of race one. At the other end of the fleet was the local troupe of girl Sea Scouts, who made their racing debut with a recently acquired Santana 22 named *Flounder* (ex-Gear Buster). They finished the 6.5-mile course more than an hour after *Twilight Zone*, but were thrilled to beat four boats that DNFed.

A month later, winds were still light but at

least steadier. Bruce Koch's new-to-him *Lost in Space*, which joins *Doctor Who* and *Twilight Zone* in the Berkeley Merit 25 fleet (does anyone else notice a pattern here?), won by 1:04 over another sistership, *Fudge Factor*. The third place boat, a Cal 39, corrected out two seconds later, proving perhaps that the PHRF ratings aren't so bad after all.

RACE ONE (10/31) — 1) *Twilight Zone*, Merit



SFYC Midwinters (Sunday, December 20): The race committee boat escaped the start unharmed despite attacks by three boats — 'Razzberries', 'Sight Unseen' and 'National Biscuit'. The Santana 35 'Il Pellicano', bottom right, was the standout performer of the regatta. All photos 'Latitude'/rob.

25, Paul Kamen; 2) **Namu II**, Cal 39, Fawcett/Marjanovic; 3) **Blue Max**, Dehler 34, Jim Freeland. (16 boats)

RACE TWO (11/28) — 1) **Lost in Space**, Merit 25, Bruch Koch; 2) **Fudge Factor**, Merit 25, Steven Wright; 3) **Blue Streak**, Cal 39, Randy Dirth. (10 boats)

Golden Gate YC Midwinters

Light air and a big ebb — in other words, normal midwinter conditions — plagued the second GGYC race on December 5. Ninety boats drifted around the 9-mile course (16,17,6,17,6 — which translates to Black-

aller, Harding, Ft. Mason, Harding, Ft. Mason, finish), many of them reconvening at the Harding Rock turning mark.

The only repeat winner in the six divisions was Hank Easom's consistently well-sailed 8-Meter **Yucca**, which therefore is leading the pack for the overall pickle dish, the **Seaweed Soup Perpetual Trophy**. Other top contenders for the SWSPT at the halfway point include Bob Garvie's Tripp 40 **Bullseye** and

THE RACING



COURTESY OCC SAILING CENTER

Harry Blake's J/30 *Limelight*, each with 2.75 points. Three boats — *Il Pellicano* (Santana 35), *Undine* (IOD) and *Shazam!* (Santana 22) — have double-bulleted their one design groups (which runs concurrently with the PHRF classes), but these scores don't count in the Seaweed Soup competition.

DIV. I (0-71) — 1) *Buliseye*, Tripp 40, Bob Garvie; 2) *Marilyn*, J/44, Monroe Wingate; 3) *Bondi Tram*, Frers 41, Scott Easom. (12 boats)

DIV. II (72-75) — 1) *Cosmic Muffin*, J/35, Tom Carlson; 2) *Re-Quest*, Express 37, Glenn Isaacson; 3) *Equanamity*, J/35, Randy Paul. (15 boats)

DIV. III (76-117) — 1) *Yucca*, 8-Meter, Hank Easom; 2) *Il Pellicano*, Santana 35, Andrei Glasberg; 3) *Dance Away*, Santana 35, Doug Storkovich. (18 boats)

DIV. IV (118-180) — 1) *Limelight*, J/30, Harry Blake; 2) *Bohica*, J/24, Al Sargent; 3) *Hot Flash*, J/30, George Kokalis. (18 boats)

DIV. V (181-199) — 1) *Hyperactive*, Knarr, Joel Fong; 2) *Huldra*, Knarr, Jim Skaar; 3) *Crazy Jane*, Thunderbird, Doug Carroll. (10 boats)

DIV. VI (200-up) — 1) *Shazam*, Santana 22, Bud Sandkulla; 2) *Ancient Wings*, Santana 22, Shapiro/Katzoff. (15 boats)

EXPRESS 37 — 1) *Re-Quest*; 2) *Spirit*; 3) *Spindrift*. (8 boats)

J/35 — 1) *Cosmic Muffin*; 2) *Equanimity*; 3) *Slithergadee*. (6 boats)

SANTANA 35 — 1) *Il Pellicano*; 2) *Dance Away*; 3) *Excalibur*. (8 boats)

IOD — 1) *Undine*; 2) *Hecate*; 3) *Xarifa*. (6 boats)

KNARR — 1) *Hyperactive*; 2) *Huldra*; 3) *Feather*. (8 boats)

SANTANA 22 — 1) *Shazam*; 2) *Ancient Wings*; 3) *Limestone Cowboy*. (6 boats)

FOLKBOATS — 6 boats; all DNF.

LMSC Midwinter Series

The first round of racing in the 1992-93 Lake Merritt Sailing Club Edna Robinson Midwinter Series occurred on Saturday, December 12. "Conditions were perfect for racing dinghies!" claimed LMSC's John Hege. "We had light to moderate north-

Another look at the Goodwill Regatta... Interested in dinghy sailing? Check out RYC's Sail A Small Boat Day on February 6 (see 'Calendar').

westerlies with oscillating 10-20° shifts."

The next of these low-key LMSC race days is scheduled for Sunday, January 10. The entry fee is only \$4, registration begins at 9:30 and the skipper's meeting is held around 10:30. Lunch is available for a nominal fee. "Come check us out!" urged Hege.

El Toro — 1) Walt Andrews, 35.5 points; 2) Ron Locke, 34; 3) Jim Cozine, 33; 4) Tom Burden, 28.25. (12 boats)

FJ — 1) Joe Doering, 12.75 points; 2) Linda Brandon, 9. (3 boats)

Laser II — 1) Gary Bergero, 8.5. (2 boats)

Hoider 12 — 1) Del Locke. (1 boat)

Snipe — 1) Vince Casalaina. (1 boat)

Lido 14 — 1) Doug Hamilton. (2 boats)

Laser — 1) Roger England. (1 boat)

RYC Small Boat Midwinters

The first Richmond YC Small Boat Midwinters on Sunday, December 6, was a blowout, with gusts up to 30 knots and upside down dinghies everywhere. Half the fleet wisely never left the dock; most who ventured out for the one and only race soon wish they hadn't — of course, with the notable exception of the rabid thrill-seekers in the Wabbit class. The RYC whalers were kept extremely busy, but no lives were lost and remarkably only two boats, a Laser and an El Toro, were dismasted. "Actually, it was rather fun!" claimed I-14 sailor Kers Clausen.

The Richmond Riviera was hoppin' that weekend with two other events: a two-day Europe Dinghy clinic and the first of three Sail A Small Boat Days on Saturday. Ten boats participated in the former, which was conducted by Jonathan and Charlie McKee, Courtenay Becker, Morgan Larson and Rebecca Harris. The Small Boat Racing Association's (SBRA) Sail A Small Boat Day was a resounding success, attracting 50 folks who took various dinghies out for spins around the harbor. The 'SASBD' program will be repeated on February 6 and March 6.

The next RYC Small Boat Midwinter is on January 3. The entry fee remains a ridiculously low \$4, and anyone who can nab a dinghy for the day is welcome.

WABBIT — 1) Bill & Melinda Erkelens; 2) Jon Stewart; 3) Colin Moore. (6 boats)

505 — 1) 'Bud' Shelton/Tex' Edwards; 2) Patrick Andreasen/Meade Hopkins; 3) Chris Klein/Bruce Hellman. (5 boats)

MULTIHULL — 1) Bill Erkelens, Sr., Prindle 19. (1 boat)

TIPS FROM THE TOP: NORMAN DAVANT'S

Since many of us take to the ocean on overnight races, I would like to give you some of my thoughts on ways to make the trip more enjoyable and fun. These are things that work well on the boat during the race. We can save the discussion of pre-race preparation for another time, except to say make sure you get the boat ready early enough that you are well rested before you leave the dock. Not being hungover helps, although there always seems to be a direct correlation between the start of an offshore race and the incidence of hangover.

About ten years ago I was sailing a race from Los Angeles around Santa Barbara Island and back to Los Angeles (80 miles) on a one tonner. We had a great beat all the way out to the island with the wind picking up the whole way. We finally rounded the island about ten o'clock that night, set the 1.5 oz. spinnaker and blasted off on a power reach toward home. When we got closer to

shore the wind dropped steadily until we finally set the .5 ounce chute. Around two in the morning, I realized I had been driving for hours and needed someone else to take over the helm. Looking around the boat for help, I realized that out of the ten people on board, five were below sleeping, three were on deck in the cockpit asleep and the two of us awake (driver and trimmer) were ready to doze off any minute! There's a valuable lesson here. Even if the race is only going to last 12 to 18 hours, make sure everyone rests during the day so when the sun goes down the crew is fresh and alert, and the boat can be sailed well.

Races aren't often won at night, but they can be lost at night. In preparing for a longer offshore event, the first thing I do is set up watches. You have to take into consideration the strength and weaknesses of each crew member and their compatibility with one another. After you get into the trip, if you see

INT. CANOE — 1) Erich Chase. (2 boats)
I-14 — 1) Keith & JoAnn Stahnke. (2 boats)

San Francisco YC Fall Series

The second and final weekend of San Francisco YC's Fall Series, held on December 19-20, gave new meaning to the word 'fiasco'. A lot of racers figured things couldn't get worse after last month, when the race committee arbitrarily shortened the course after many boats had already quit, allowing the 'diehards' to finish. But unfortunately just about everything that could go wrong with the second weekend did, mainly because of fickle winds and a 4.6-knot ebb each day.

Saturday's race was a study in mass confusion. Over a dozen racers went home early after they heard three guns and saw the 'abandon race' flag ('N') go up shortly after the multihull start. What they didn't notice was the 'to be resailed shortly' flag ('X') underneath. Twenty minutes after they'd left, the new sequence got underway — a 3.8-mile triangle using Sausalito Channel Marker #2, Yellow Bluff and Harding Rock as its parameters.

The same situation arose on Sunday, i.e., another abandonment after the multihull start — but this time the fleet wised up and stuck around. The second attempt at a start got as far as the big monohulls, three of which drifted into the committee boat, and at least two whiffed on the starting line and had to drop anchors. After that comedy, the RC abandoned the second race as well. Half an hour later, the whole thing was canceled.

The following results reflect Saturday's race, as well as the final overall standings for the abbreviated three-race series.

SATURDAY, 12/19:

MULTIHULL — 1) Aotea, Antrim 40, Peter Hogg. (2 boats)

DIV. I — 1) Marrakesh, Express 34, B. Bini; 2) Sally Ann, Express 37, Mike Franchetti; 3) Chimo, J/105, Chuck Winton. (8 boats)

DIV. II — 1) Il Pellicano, Andrei Glasberg/Greg Paxton; 2) Abba-Zaba, Tartan 10, Matt Copenhaver; 3) Patriot, Yamaha 33, Roy Kinney. (7 boats)

DIV. III — 1) War, Schumacher 26, Roger Peter; 2) Ruckus, Newport 30 Mk. II, Paul Von Wiedenfeld; 3) Amante, Rhodes 19, Kirk Smith. (7 boats)

OVERALL WINNERS:

MULTIHULL — 1) (tie) Aotea and Defiance, Cross 32R, M. Jones, 5.75 points. (2 boats)

DIV. I — 1) Ringmaster, Express 37, Leigh Brite, 11 points; 2) Sally Ann, 13; 3) Esprit, J/35, Charlie Kuhn/Tim Russell, 16.5. (14 boats)

DIV. II — 1) Il Pellicano, 2.25 points; 2) Abba-Zaba, 12; 3) Holey Terror, Etchells, Dave Yoffie, 22. (17 boats)

DIV. III — 1) Ruckus, 9 points; 2) Perezoso, Excalibur, Jeff Nehms, 9.75; 3) Amante, Rhodes 19, Kirk Smith. (12 boats)

Sausalito CC Midwinters

Twenty-eight boats participated in SCC's post-Thanksgiving race on November 28.



Norman Davant, veteran of 3 TransPacs and over 20 Mexican races, still see the fun in long distance racing.

This eliminates any problems and also keeps the boat more organized and clean.

Clothing can be the cause of extreme comfort or discomfort. Being wet and cold sucks. Being warm and dry at 3 a.m. with the boat surfing down moonlit waves is awesome. When I arrive at the boat I have the normally allotted one bag of personal gear. No, it is not small and no, it is not light, but it is one bag. I use all polypropylene gear, as it's light and warm. My socks are poly, my long johns are poly, my hat is poly, my gloves (very important), my shirts, my

Light winds and an ebb tide turned the twice-around course (Little Harding, Knox, Peninsula Point, Yellow Bluff) into an endurance contest, and ultimately seven boats didn't finish.

DIV. I — 1) Wingit, F-27, Ray Wells; 2) Three Play, F-27, Rob Watson. (6 boats)

DIV. II — 1) Perezoso, Excalibur 26, Denny Sargent; 2) Gabbiano, Islander 28, Chuck Koslosky. (6 boats)

DIV. III — 1) Procrastination, Soling, John Oliver. (1 boat)

DIV. IV — 1) Freja, Folkboat, Ed Welch; 2) Lorraine Lee, Catalina 30, Gary Lee. (7 boats)

BEAR — 1) Trigger, Scott Cauchois; 2) Little Dipper, Joe Bambara; 3) Circus, Robert Jones. (8 boats)

Sausalito YC Midwinters

Sunday, December 6, was a perfect day to huddle next to the hearth with a warm drink and a good book. Yet despite a torrential downpour and a blustery 15-20 knot southerly, 46 boats out of the 81 registered showed up at Little Harding Rock for the second of five SYC midwinter races. The 7.2-mile course — a twice-around triangle using Harding as the windward mark, Knox as the wing mark and Channel Marker #2 as the leeward mark — was mercifully quick.

"So far we've had too little wind and then too much," said SYC incoming race chairman Chuck Mellor. "Therefore, the next one on January 3 will be perfect. I guarantee it!"

SPINNAKER — 1) Bullseye, Tripp 40, Bob Garvie; 2) Siva, Olson 25, Bar-Or/Dorsey; 3)

THOUGHTS ON

personnel problems developing, do not hesitate to make changes. Remember, the goal is to win the race and to have fun. Do not lose sight of either.

There are as many different types of watch systems as there are sailors and everyone has a favorite variation. On small boats I think the most efficient program is three hours on/three hours off at night and four hours on/four hours off during the day, with the change of watch in the morning after the sun has come up, usually around 7 a.m. At that time you also eat breakfast. The watch going below in the morning makes breakfast for the watch coming on and the new watch cleans up the galley after the old watch has eaten and hit the sack. The scenario is the same for dinner — the on-watch makes it, the new watch cleans up. If you do not have a designated cook then you should assign a person to each meal as well as a person to clean up on a rotational basis.

OFFSHORE RACING

jackets... all poly. The polypropylene keeps you warm because it keeps you dry. The material actually wicks moisture away from your skin so you never get that clammy wet feel. Good warm gloves and a ski hat or balaclava to keep your head warm at night will really add to your comfort. Don't go offshore without them.

When packing my seabag I always put things in plastic bags first. Otherwise there is always some way the contents of your bag will get wet, no matter how careful you may be. One thing that's worth its weight in gold is a king-sized can of baby powder. This will really help prevent the dreaded 'boat butt', scourge of the offshore sailor. If you are the only one with this precious commodity you'll be amazed at how much bargaining power it will give you with your fellow crewmembers.

Other things I have found really useful offshore are flashlight holders that attach to

THE RACING

Bloodvessel, B-25, Bob Harf; 4) **Jose Cuervo**, Islander 28, Sam Hock; 5) **War II**, Schumacher 26, Roger Peter. (16 boats)

NON-SPINNAKER — 1) **Nordlys**, Knarr, Joel Kudler; 2) **Challenger**, Islander 28, Jones/Schoen; 3) **Inshallah**, Santana 22, Shirley Bates; 4) **Lone Ranger**, Ranger 33, Hodgson/Melin; 5) **Amanda**, Newport 30 Mk II, Pat Broderick. (14 boats)

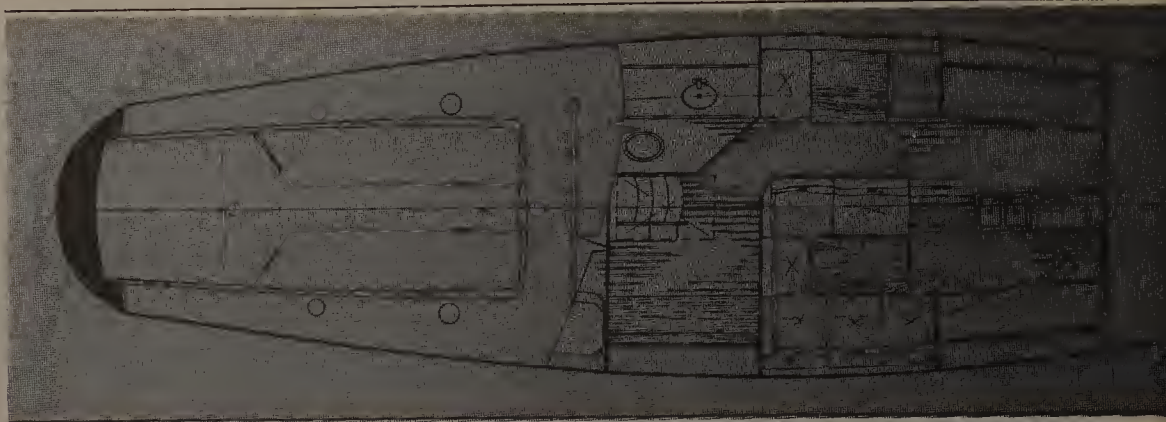
SHORTHANDED — 1) **Three Play**, F-27, Rob Watson; 2) **Emerald**, Yankee 30, Peter Jones; 3) **Dulcenea**, Coronado 27, John Slivka; 4) **Chelonla**, Yankee 30, Ed Ruszel; 5) **Patriot**, Yamaha 33, Roy Kinney. (10 boats)

RANGER 23 — 1) **Impossible**, Gary Kneeland; 2) **Patience**, John Baier; 3) **Ductape**, Terry Smith. (6 boats)

Race Notes

First call: The Bay Area Multihull Association (BAMA) has tentatively scheduled a **Multihull TransPac Race** from San Francisco to Diamond Head on July 2. So far, four boats — all trimarans — are considering it: Peter Hogg's *Aotea*, Bill Maudru's *Defiance*, Don Sandstrom's *Anduril* and Mike Reppy's *Nai'a*. Feelers have been put out up and down the coast, and BAMA officials are hoping for 6 to 10 entries in this inaugural corinthian (i.e., no prize money) sprint to the Islands. We'll have more details as they're available. In the meantime, for more info, call Bill Maudru at (415) 369-5011.

Better late than never: Results of the **Fall Santa Cruz Ocean Racing Extravaganza** (SCORE) inexplicably materialized out of our fax machine in mid-December. Top three in each division are: Div. A — 1)



What the...?? It's 70 feet long, weighs just 20,000 pounds and is being built to win the '94 Pacific Cup. We'll tell you about it next month.

Chiquita, Catalina 27, Hank Schade. (4 boats)

Year of the woman, cont'd: Long Beach YC recently announced that **J.J. Isler** of San Diego has accepted their invitation to become the first woman skipper to race in the **Congressional Cup**. Mirroring the inclusion of Isler in the racing, Dr. Frances Grover will serve as the first woman Principal Race Officer for the March 8-14 event. Other competitors at the moment are three-time winner Rod Davis, Steve Grillon, Mike Elias and defending champion Terry Hutchinson. The other five spots have been offered to the top skippers on the World Match Racing ranking, who probably will decline because the grand prize is a crimson blazer instead of crisp green bills. . .

Public service announcement: We got a personal (well, sort of) letter from Mr. John Bonds, the head guy at US Sailing, asking our help in getting all racing junior sailors to sign up for the US Sailing/Rolux mailing list. It's easy! Just jot down your vital statistics (name, address, birthday, phone, yacht club and anything else that comes to mind), borrow a 29 cent stamp from Mom, and mail it to: Joni Palmer, Junior Sailing Consultant, 1780 Beachfield Rd. #1, Annapolis, MD 21401. This will get you logged onto US Sailing's all-knowing computer, probably for life, insuring you "timely and important notices about junior sailing activities in your area in 1993". What have you got to lose?

Ti breakers, cont'd: "Anyone For Tahiti?" was the name of our November Sightings piece announcing the TransPac YC's possible resurrection of the 3,571-mile **Tahiti Race** in 1994. Eight owners of '91 TransPac boats expressed interest in the race in a post-race questionnaire; unfortunately, the TYC refuses to identify who they are. They're still looking for 10 firm commitments in order to justify holding the race again, last run for only four boats in 1978. The record, set in 1964 by the legendary *Ticonderoga*, is 17 days, 7 hours and 57 minutes. Grant Baldwin, the Tahiti Race Chairman, figures a sled could easily knock two days off that 30-year old milestone. Call him at (714) 675-8675 if

Daisy, SC 40, John Buchanan, 10 points; 2) **Dolphin Dance**, SC 50, Phillipe Kahn, 10.75; 3) **Stray Cat**, Olson 30, Doug Kirk. (15 boats); Div. B — 1) **Snafu-U**, Moore 24, Mark Barryman, 7.25 points; 2) **Wild Thing**, Express 27, Phil Myers, 11; 3) **Prince Charming**, Spruit 30, Terry Drew. (12 boats)

North stars: Winners of the **1992 North Bay Series** were honored at the Benicia YC-hosted awards banquet on November 14. Earning beautiful signed Jim DeWitt prints for winning their classes were: Div. A — **X-Ta-C**, Olson 29, Bill Sweitzer; Div. B — **Sunset Strait**, J/24, Kathleen Jones/Bob Neal; Div. C — **Rascal**, Ranger 23, John Arisman; Div. D — **Willow**, C&C 44, Dennis Folsom. Dates for next year's Series are April 24-25, June 19-20 and August 21-22.

Meanwhile, the **South Bay YRA Winter Race Series** got underway on November 28 with an 11.82-mile course sailed in moderate wind. Coyote Point YC hosted the lightly attended event, which is the first of five races in this series. Winners were: Div. A — **Coyote**, Wylie 34 mod., Nick Kluznick (4 boats); Div. B — **Chablis III**, C&C 36 mod., Dave Few (2 boats); Div. C — **Dancer**, Cal 9.2, Mike Dixon (5 boats); Div. D —

OFFSHORE RACING, CONT'D

the stanchions. These work great when you are using a genoa at night. Since you sail by the telltales all day while racing, you should continue to do so at night. Just make sure you have lots of batteries; you'll use more than you expect. A large, high beam flashlight is best. If you have a small low power flashlight and you shine it up on the main the sail invariably looks perfect. (It always looks great in the dark!) Get a good, high beam light so you can really tell whether it's set correctly or needs adjustment.

A good cushion is also great to sit on when you're driving. Fiberglass is pretty hard stuff after a couple of days. A good safety harness that is comfortable is also absolutely essential. Yes, I wear a safety harness offshore and I am still here to tell about it — thanks to my harness. One final tip, you can only listen to the same story from your fellow crewmembers so many times, so a tape player with plenty of tunes can add immensely to

crew compatibility.

My philosophy offshore is quite different from my approach to going around the buoys. For any given event we develop an overall game plan and stick to it. Then we race the hell out of the boat and let the cards fall where they may. This strategy has worked very well in the past and is much better than sailing without an overall plan. That usually results in little success and too much transom chasing. To me, offshore racing is much more than a sailboat race. It's also spending time getting to know people, and working together as a team. It's spectacular sailing, beautiful sunsets, crazy jokes, and crew camaraderie. If you also happen to win something, it'll be like icing on the cake.

— norman davant
sobstad sails

(Reprinted with permission from the Express 27 Fall 1992 newsletter.)

you're interested in TransPac YC's version of the Tahiti Race. . .

Or, get in touch with the Pacific Cup YC if you're interested in a **lower-pressure race to Tahiti**, this one from San Francisco in early June, 1995. So far, three skippers want to go: Keith Buck (*Petard*), Frank Delfer (*Oregon Native*) and Jim Quanci (undecided charter boat). "I don't really see a conflict with the other Tahiti race," says Keith Buck, the PCYC Tahiti Race coordinator. "Our event would appeal to an entirely different clientele than theirs." If this idea sounds good to you, write the Pacific Cup YC at 2269 Chestnut St., #111, San Francisco, CA 94123 for the details. Hopefully, one or the other Tahiti events — or even both, though that seems improbable — will occur. We'd

love to cover such a race!

Ultimate 'pool party': The world's first indoor match-racing tournament, the **Super Yacht d'Or de Bercy**, was scheduled for December 19-20 in France. Scheduled to compete for the \$100,000 purse was an impressive field, including Paul Cayard, Russell Coutts, Chris Dickson, Rod Davis, Peter Gilmour, Dave Dellenbaugh and others. The courses were simple windward/leewards; boats were Jeanneau Mini 12s; wind was provided by electric fans. Leave it to the French!

Tour Du Monde en 80 Jours: Jules Verne's mythical record is supposedly under attack from at least five efforts, four of them from — where else? — France. Titouan Lamazou, who started the madness, is readying a 140-ft schooner; Florence Arthaud has a 120-ft trimaran on paper, but no money to build it; Olivier de Kersauzon just launched *Charal*, an 88-ft trimaran sponsored by Raul Gardini; Kiwi Peter Blake and Robin Knox-Johnston are preparing the 85-ft catamaran *Formula Tag*; and Bruno Peyron, with American Cam Lewis in the crew, is modifying the 87-ft catamaran *Commodore Explorer* (ex-*Jet Services V*).

Blake and Kersauzon are planning to depart on or around January 15, when the gates officially open for the so-called **Jules Verne Challenge**. Prize money and 'rules' are up in the air, best we can tell.

Short notes: *British Steel II*, winner of Leg One of the **British Steel Challenge**, lost her rig halfway through Leg Two (Rio de Janeiro to Hobart via Cape Horn) when their forestay turnbuckle failed. This is the fifth such turnbuckle failure among the 10 identical boats, though the only dismasting. . . **Russell Coutts**, now the number one ranked match racer in the world, has been named skipper of New Zealand's next America's Cup campaign. . . **Des McCallum**, former owner of the ill-fated *Pandemonium*, recently purchased the SC 70 *Chance* with two other partners. The boat is presently in Cabo, but will reappear in Santa Cruz sometime in the spring. . . Late-breaking word was that *Pyewacket* has dropped out of the **Route of Discovery Race** after breaking both her regular and emergency rudders. She had been fading back as the fleet beat into 20-knot northwesterlies; *Publiespana* (ex-*Fisher & Paykel*) was winning as we went to press.

NEW

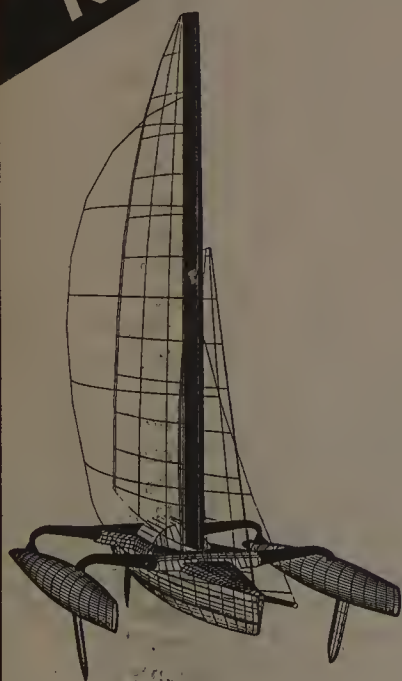
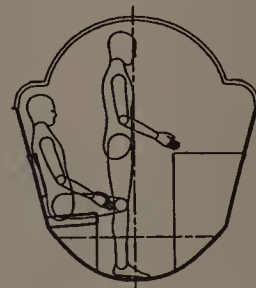
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CHANGES

With reports this month on **Gold Star** in Portuguese Macau; **Azura** in Indonesia; **Nepenthe** in South Africa; **Denali** on returning to California after seven years; and, **Cruise Notes**.

Gold Star — Steel Cutter David Small Aomen, Portuguese Macau (Vallejo)

I lived in Vallejo for 15 years, most of the time as a liveaboard. I finally left in March of 1989, to launch an Alan Pape 33-foot Ebbtide cutter in England. I hope the following will answer the question of what in the world I've been up to since then.

After the launch in England, I struck off for Ireland and then Europe. After seeing most of the Atlantic coast of Europe, I departed for Brazil via Madeira and the

to date, 73 days, came next, when I sailed across the Southern Ocean, with the Kerguelen Islands as a waypoint, to Australia. The winds were fresh and despite the fact it was high summer, it was so cold that my diesel froze.

After arriving at Fremantle, **Gold Star** and I worked our way up the coast of western Australia, eventually fetching Christmas Island and the Java coast. However, we were caught in the powerful adverse current of the Sunda Strait for four days; as such, the tantalizing vision of Java Head was permanently burned into my memory. Reluctantly, I broke contact with the area and made port at Cocos-Keeling, which was hundreds of miles further away from my destination than had been Christmas Island.

I later set sail for Singapore, determined to go north around Sumatra. To collect a fair wind, I had to take the vessel south of Sri Lanka. I endured 14 days of calm, but arrived in Penang, Malaysia, after 42 days. From Penang, I called on Lumut, Port Klang and Johor Baharu in the Malacca Strait.

The transit to Hong Kong was direct from Singapore. **Gold Star** is now at Aomen (Portuguese Macau) in the Pearl River Delta.

— david 11/25/92

David — You didn't exactly take the 'Milk Run' did you? Having had to endure frozen diesel — just the thought of it makes us shudder and shrivel — we can't imagine many will decide to sail in your wake.

Azura — Hans Christian 38 Ty & Helen Gillespie Benoa, Bali, Indonesia (Northern California)

Although we'd sailed lakes and bays for years, we had relatively little ocean experience when we left San Francisco for Mexico in November of 1989. We thought we *might* be gone for as long as two years — if we decided to continue on to the Marquesas. Well, we've been gone three years now and realize it will probably be more like seven years before we sail back under the Gate. Having found *Latitude* both helpful and entertaining prior to our departure, we've always felt a little guilty about not writing. Perhaps this report will

help make up for it.

We've had a lot of empathy with Dorothy from *The Wizard of Oz* these last few months, although our 'whirlwind' has been in the form of "reinforced" southeast tradewinds that seem to have blown incessantly for the three months we've spent sailing between Brisbane and Darwin. During the day such winds made for fast passages, but they were hardly conducive to leisurely explorations of the Great Barrier Reef. At night they made sleeping difficult, as the wind would howl through the rigging and the boat would shiver with each new blast. We, along with most of the other cruisers, were glad when the Brisbane to Darwin stretch of our trip was behind us.

From Darwin, we sailed west to Ashmore Reef, a wildlife preserve that is claimed by Australia even though it lies far closer to Indonesia. This outpost is manned by two terrific Australian couples who live aboard a large powerboat in the middle of the isolated lagoon. Any new face is a welcome sight at Ashmore, especially if accompanied by a cold can of Foster's beer. When a new boat arrives on the horizon, they race out in their launch to provide a personal escort through the maze that is the reef.

Although there is nothing to it but a couple of small white sand islets surrounded



COURTESY GOLD STAR

Given a seaworthy little boat, a guy from Vallejo can go a long way. David Small taking a break from long passages at Cocos-Keeling.

Canaries. I saw the Carnival in Salvador in '89, then continued on to Rio, Tristan de Cunha and Capetown. My longest passage

COURTESY AZURA



Australia's Ashmore Reef is the ideal spot for those seeking a tropical spit of sand amidst a sea and sky of blue.

by acres of turquoise water, Ashmore is a marvelous place. The tiny spits provide a breeding ground for several different kinds of sea turtles and thousands of birds. The waters of the reef are also the home to 30 of the world's 50 known species of sea snakes. But not to worry, as they won't bother you if you don't bother them.

Two days further north put us at Kupang, West Timor, where we were a little more apprehensive than usual about clearing in.

The problem was our papers weren't quite in order because we'd deviated slightly from the route prescribed in our cruising permit. Indonesian bureaucracy has a reputation for being arbitrary, potentially difficult and corrupt. It didn't help our confidence that newspaper headlines reported that government troops had massacred over 100 civilians on the other end of East Timor in the previous several months. In fact, our main hope lay in finding a fellow named

Ironically, it's not far from the solitude of Ashmore Reef to swarming streets of festive Bali.

Jimmy who, we had learned via the Ham net, was a good guy who not only spoke English, but had a history of being very helpful in escorting other yachties through the labyrinthine check-in process.

Unfortunately, there was mass confusion at Kupang when we arrived. Fishermen, members of the military and miscellaneous officials pointed, whistled and shouted directions at us — in Indonesian. Before we even had a chance to look for Jimmy, we were accosted by Mohammed 'No Problem', the chameleon Port Health Inspector. As soon as he'd finished checking for rats and collecting \$10 U.S. for the 'official' green book — which was to be our 'passport' to the other ports of Indonesia — he became our 'yachtsman's agent'. We really felt lucky when he told us that no other port in the country offered the 'green book' that he had sold us. Mohammed, in truth, did not contribute to our sense of well-being. Nor did his mile-a-minute chatter — which included just enough English to hold our attention but not enough to be intelligible — do anything to lift the cloud of confusion.

Mohammed was right about one thing, however. Checking-in is "no problem" — if you have all day, infinite patience and a thick wad of *rupia*. Our first stop was five sweltering miles away on the local *bemo* where we had to get 20 copies — no exaggeration — of each important



CHANGES

COURTESY PHIL HOWE

document. Then it was back five sticky miles to pay Benny, the Custom's stooge, \$5 for his valuable time. After Benny finished our cold beer and searched the boat for *Penthouse* magazines, Mohammed and I got back into the sweltering *bemo* to visit Immigration. We slipped 30,000 *rupia* in the guy's book when he conveniently left the room.

Next was Navy Security, which was to be "no problem" because the guy was a 'friend' of Mohammed's. One thousand *rupia* for Mohammed's friend! By this time, Mohammed had worked up quite an appetite. I couldn't eat, so I waited while Mohammed finished lunch. Then it was five more sticky miles in the *bemo* back to Mohammed's office, where he took a bath and prayed — he's Muslim — while I again waited. Mohammed then explained to me — in his fastest 'English' — why he needed another 5,000 *rupia*. I understood all too well! The good news was that by this time the harbormaster had gone home, so I was dismissed for the day. The bad news was that we still hadn't finished checking in. I was supposed to meet "No Problem" again at 0900 to finish up. So far, we aren't enjoying Indonesia much.

Our outlook changed 180° the next morning, when we dinghied ashore to find that our savior, Jimmy, was waiting for us. We could understand Jimmy's English, which was a big improvement right there. Then, while we had lunch with his darling niece Eppie, Jimmy went to wrap up our business with the harbormaster — no *rupia*

decided the two of them should sail with us to the island of Solor. They could take the ferry back home.

Jimmy was again our guide at Solor. The village on the island is known for its *ikat* weaving, and we got a good look at the time-consuming process. It begins with raw cotton and may take as much as three month's work before it becomes a finished piece of cloth two feet by six feet.

We turned out to be the entertainment of the day for the locals when we took our first chew of a betel nut, the mildly narcotic masticatory from the betel palm. We did it because we think it's important to try new things. You chew on the medium-sized 'nut' along with a portion of lime paste — which is made from the same stuff used to line football fields. As you might expect, it's a bitter chew. You know when you've got the right proportions of betel nut and lime when your mouth turns bright red. The people from the village were really delighted when Helen finally produced a rosy smile! Regular users of betel nut are easy to identify; over the years their gums and teeth turn a gruesome black. There's no danger of that happening to us, for once was enough. Like drinking *kava*, chewing betel nuts must be an acquired taste.

Spread; 'Windstalker', warming up for the Cabo run. Inset, skipper Phil Howe. See 'Cruise Notes' for details.

Our plan to drop Jimmy and Eppie off after a couple of days was a good one — except that no one bothered to check the ferry schedule. We soon discovered the ferry only ran once a week — and we'd just missed it! By the time Jimmy left us in Maumere, he'd taught me enough Indonesian that I could properly check in with the harbormaster at each port. During the course of our conversations, however, I realized that it really wasn't even necessary to check in at most places!

Jimmy was also helpful in 'adjusting' our official cruising permit, which was about to expire. It was simple, really. Helen stripped 'October' over 'September', and 20 xerox copies later we were all set for another month in Indonesia.

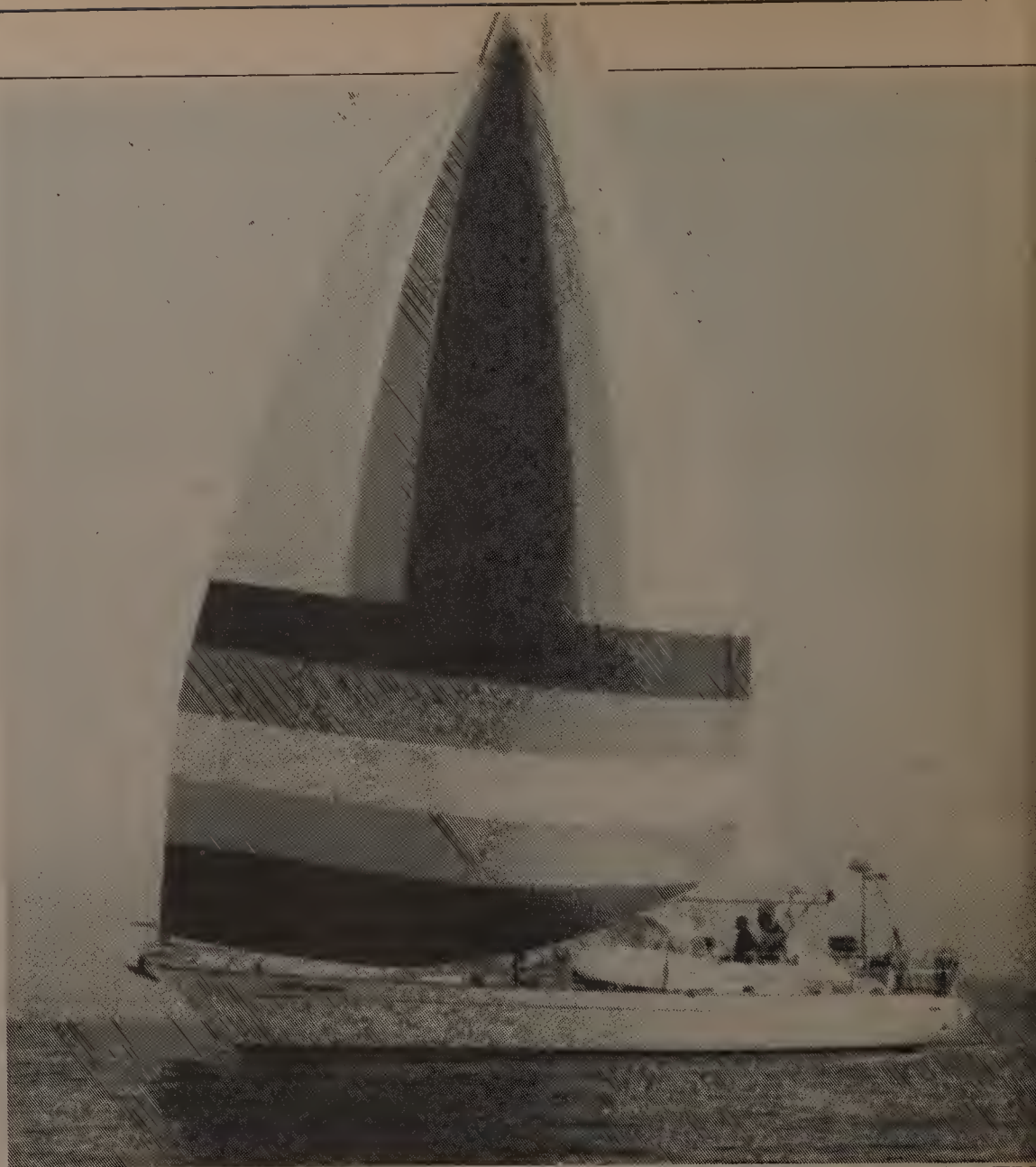
More than a week with Jimmy was in excess of what Helen had bargained for, as it seems Muslim men have some pretty definite ideas about what, when and how food should be served. And while Jimmy's a nice guy, he was not the most diplomatic. He once suggested that, "Mama Helen was



COURTESY AZURA

Komodo dragons, with a lethal tails, can be man-killers. One island even has a monument to a tourist who was killed and eaten by the dragons.

required. We had such an interesting two days in Kupang under Jimmy and Eppie's guidance, that when it came time to leave we



IN LATITUDES



LATITUDE 38/RICHARD

could have been saved with a little effort; but the owner had made his decision. So we continued on our way, albeit more cautiously than before.

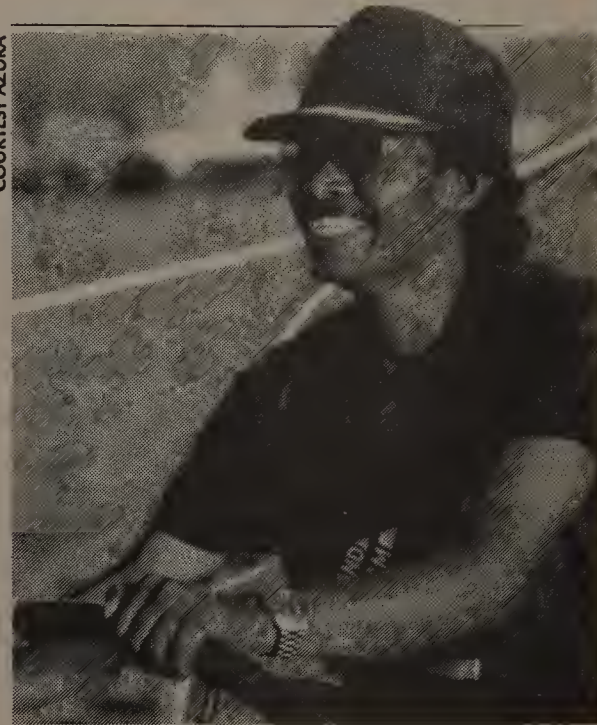
We spent a couple of days scuba diving in the spectacular waters near Maumere before sailing on to Labuhanbajo, Flores. From here we organized a trip to see the famous Komodo Dragons, which are prehistoric, carnivorous lizards that reach 15 feet in length. I'll spare you the gory details, suffice it to say that when our small party returned from the dry riverbed where the Komodos are kept, our guide was no longer carrying a cute little goat on his shoulders. Everyone in our group agreed there must be a more pleasant way to see the dragons.

With everything having gone smoothly for about a week, we thought that maybe we'd finally gotten into the Indonesian groove. Alas, we had no such luck! When we returned from having dinner in town one night, we found the front hatch ajar. The thief had made off with the Sony Walkman we used to record Short Wave weather alerts, my wallet and several other things. He had, however, been considerate enough to leave my driver's license and credit cards.

We immediately went to our English-speaking friend Vitalis, who directed us to the home of Madé the policeman. Madé grabbed his pistol and the three of us took off in the dink in search of the culprit. There are few legal impediments — such as search warrants — to slow criminal investigations in Indonesia. When our dinghy pulled alongside a possible suspect, Madé jumped aboard, gun in hand, and woke the sleeping occupants with a barrage of questions. Although quite efficient, it nonetheless didn't flush out the culprit.

'Becak's' are found all over Indonesia. Getting the driver to take you where you want is the big challenge.

COURTESY AZURA



Jimmy rescued the Gillespies from the 'help' of Mohammed 'No Problem'.

While returning from the police station the next day, one of the locals stopped us, upset that such a thing could happen to guests in Labuhanbajo. He offered to help by taking us to meet the village witch doctor, who apparently is always used in such situations. It was explained that the witch doctor would give us a large spike that had been given a powerful blessing. We were to drive this spike halfway into our boat — although we weren't told precisely where. Then we'd have to follow a special diet, provided by the shaman, for three days. During that time our belongings would be returned. The special diet was sure to work — but just in case it didn't, we were to smack the spike the rest of the way home, at which time the culprit would die! I didn't have the presence of mind to ask the witch doctor if we could skip the diet and get our satisfaction by ramming the spike in all the way right from the start. After all, we had a schedule to keep.

Having done what we could, we left Labuhanbajo for Sumbawa Besar on the island of Sumbawa. Here we met our friends Paul and Janene Gardener. Janene is the very competent manager of the Artspace in

probably very pretty when she was young", and that she was "blg". I wish you hadn't said those things, Jimmy!

An hour after Jimmy and Eppie left Maumere to catch the ferry, the news came over the Ham radio that an Aussie yacht had gone on the reef just 15 miles away. Since we were in town, it was incumbent upon us to try to get the officials to organize a rescue attempt. But after a couple of days of 'organizing' and no discernable results, we decided we could be of more assistance by joining the three other boats that were already on the scene.

On the way to our dink, however, two harbor officials informed us that they had decided to come along with us — on our boat! Thus Helen had two more 'guests', neither of whom spoke English. 'Bong' and Aladdin turned out to be nice guys, but by this time we were having trouble maintaining our roles as gracious host and hostess.

For the next three days we and the others tried to budge the massive 47-ft ferro-cement boat. Not an inch! And with the tools at hand, she wasn't going to go anywhere. The owner then surprised everyone by announcing that he was going to abandon the boat and fly home. The hull was undamaged and the rest of us felt that she

COURTESY AZURA



CHANGES

Brisbane (Australia) where we had worked for six months. We enjoyed a pleasant week together as we slowly made our way to Bali.

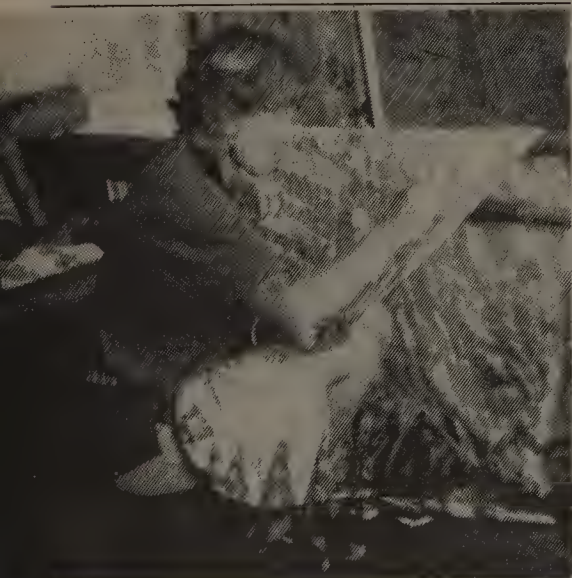
It seems as if all the beauty of Indonesia is concentrated in Bali — the kites, flags, ornate Hindu temples, massive volcanoes, beautiful beaches and terraced rice fields of the most intense green you can imagine. The elaborate processions and festivals you may have seen in photographs are not just staged for tourists, but a way of life.

Bali would be a terrific place to vacation. Not only is the country stunningly beautiful and culturally interesting, but it's also a tremendous bargain. A deluxe hotel room is about \$40 U.S., with simple but clean 'Losmans' going for between \$5 and \$15 a night. Those prices usually include breakfast. The food is delicious, with an expensive meal for two costing 20,000 *rupia* — about \$10 U.S.

The average wage for an Indonesian laborer is 10,000 to 20,000 *rupia* (\$5 to \$10 U.S.) per day. Bargaining is the rule, but it's hard to battle too aggressively over the last 200 *rupia* when you realize that the bathing suit you hope to buy for \$1.25 is probably the only sale the mother and her nursing child will make all day.

During our stay here we took the opportunity to do some inland travelling, including a surprisingly comfortable 12-hour bus ride to Yogyakarta. 'Yogya', as it is known, is the center of Javanese culture. We took a batik course there, which proved to be a wonderful experience. We were the only

Helen Gillespie, taking a batik class in an Indonesian home. She learned at least as much about the culture as batik from the experience.



COURTESY AZURA

two in the class that was held in the courtyard of a family compound. The experience of being involved with the everyday life of an extended Indonesian family for three days was as valuable to us as the batik technique we learned in class. The tuition for the course was \$15 per day; it included all of the materials — and marvelous meals cooked by "Mama".

We found Yogya, like many large cities, to be rather wearing, as cheap swindles seemed to be the rule of the day. The money changer, for example, had a posted exchange rate of 2032 *rupia* per dollar, but punched in 2031 when he did his calculation. The difference is about 5 cents per 100 dollars. "Oh, so sorry," he said. You have to count your change in Indonesia. And, you can also be sure that if you don't have the correct change for a cab, dinner or small purchase, that the vendor won't either. This forces them to round off the price to the next highest amount.

Our experiences with the *becak*, the small bicycle-powered rickshaws, were amusing — at least in retrospect. There are thousands of *becak* to be found around town. All are available for "cheap price" — some for as little as 25 cents an hour. The problem we encountered is that no matter where Caucasians want to go, they always end up being taken to one of the many batik shops — where the driver who delivers them receives up to 50% in commission.

"Tidak (no) batik shops!" we'd tell the driver.

"Okay, okay, where you want to go?" he'd reply.

"Maliaboro Street", we'd answer. It was both quite a ways and up a hill.

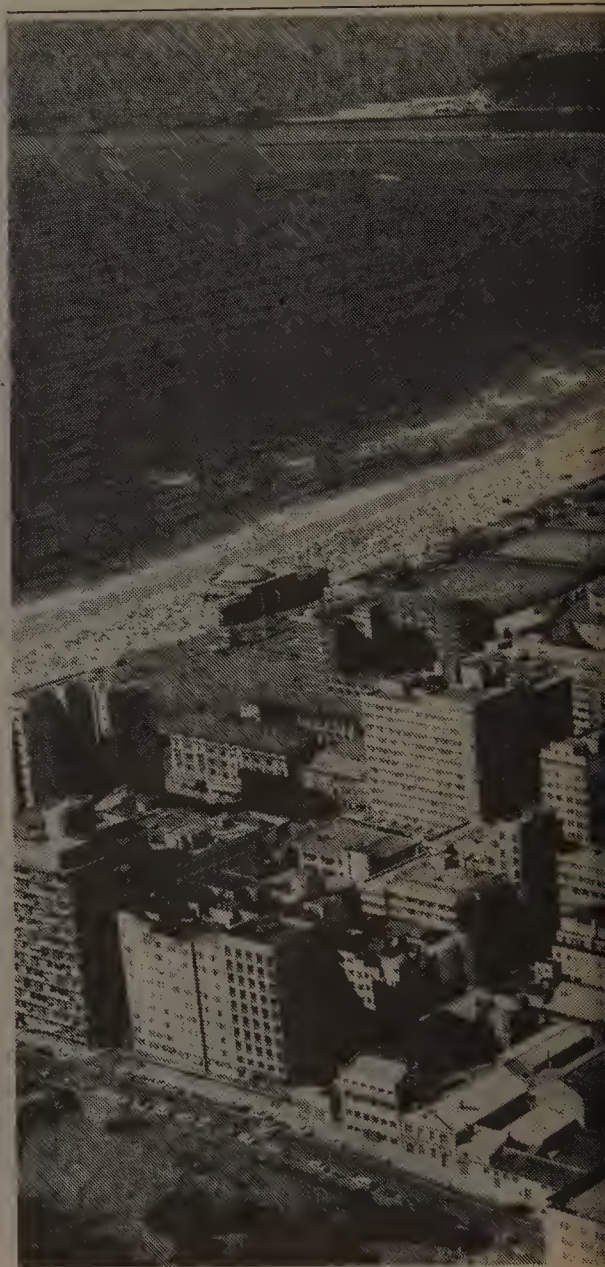
"Okay, okay, get in", the driver agreed.

Two minutes later we'd been pedaled around a corner and the driver had stopped in front of the nearest batik shop!

"Tidak batik!!! Tidak batik!!!" we'd insist.

"Okay, okay," the *becak* driver relented. And off we'd go again. Unfortunately, our next destination was not Maliaboro Street, but perhaps a shadow puppet maker who was also willing to pay the driver a fat commission. You might think that walking would be easier. Perhaps, but there are so many *becak* drivers who try to be your 'friend', that you can't find peace walking either.

Right now, we're quite pleased to be back in the bucolic surroundings of Ubud, the Mendocino of Bali. It's so beautiful, so slow-



paced and peaceful. We're sorry we've only had a few days here and tomorrow must return to our boat. After a couple of days of attending to last-minute details, we sail for Singapore. It promises to be 12 to 14 days of motoring, as we can expect little or no wind. Except, of course, during passing squalls, when the wind can blow to 35 knots and be accompanied by lightning, thunder and lots of rain.

— ty & helen 12/92

Readers — If you follow the news, you know the Indonesian Islands and cities mentioned in this Changes were devastated by earthquakes and tidal waves in early December. Although it will take many months to complete the death count, there were thousands of casualties. We've received no word about yachtie fatalities or injuries.

Nepenthe — Folkes 39

Tom Scott

**Christmas In South Africa
(The Peninsula)**

[Continued from the December issue.]



COURTESY SATOUR



Marvelous cities in a troubled land. Spread; Durban. Inset, Capetown, one of the most beautiful cities in the world.

Just before Christmas of last year, I took *Nepenthe* 30 miles south from Richard's Bay to Durban. With about one million people, Durban is the largest city my boat and I have visited in years. Thoroughly modern, Durban is extremely convenient for yachties as the downtown shopping area is only a block or so from the marina.

Although I frequently over-ate at the almost continual dinners and parties, it was super to spend the holidays among my cruising friends — the majority of whom I knew from my Indian Ocean crossing. While in Durban, more than half of us rafted up to the new International Jetty that had been constructed specifically to handle the annual influx of yachts. Transient berths are scarce in South Africa, and Durban is no exception. With 100 or so boats coming down the coast and over from the Indian Ocean, there just isn't room for everybody in small marinas. So, rafting-up is the order of the day.

At Richard's Bay, the raft-up got to be six

deep at one point. While the traffic back and forth across your deck can be annoying from time to time, there is almost always the good-natured congeniality so typical of the cruising community. Raft-ups do get interesting when the wind blows hard enough to 'bend' the raft-up like a bow. At such times you'll find nearly everyone on deck, quickly passing extra lines back and forth. It's also axiomatic that it's always the inside boat that wants to leave first, a situation that can require some fairly creative maneuvering. Still, the close quarters do make for an intimate atmosphere.

With *Nepenthe* securely tied up at Durban's International Jetty, I dawdled around for nearly a month. I can't actually say what it is I did with the time, as it just seemed to slip away. I do love to walk

around and gawk at stuff, however, so by the time I left I had seen most of Central Durban. I had also provisioned the boat for the coming year and completed the stuff on my 'fix it' list.

The 250 miles between Durban and East

London are known as the Wild Coast, and it's an inhospitable stretch of water if there ever was one. It's here that the very strong Agulhas Current moves south and low pressure weather patterns, which bring southwest winds, move north. The clash of the opposing forces creates tremendously steep seas that are very close together. Large ships — and not long ago a cruise ship — have foundered because of the severe conditions. To make the situation even worse, there is nowhere to hide should the weather turn foul.

As you can imagine, the preparation for this passage had us yachties nervous and scrounging for whatever weather information we could obtain. A couple of the local businesses posted daily weather maps and the forecasters at Durban's airport didn't seem to mind spending considerable time consulting us. Several of the yachts attempted the passage before I did and were turned back. Fortunately, nobody was hurt — but I do remember some very exhausted sailors returning to Durban.

Nepenthe and I were lucky and had light winds all the way to East London, making the passage in 42 hours. A small town with a climate blessedly cooler than scorching Durban, East London is otherwise undistinguished. As usual, I was given a warm welcome at the small yacht club, whose members made me feel right at home by inviting me to their weekly *braai*.

There's an old jail on a hill in East London that's been mostly converted to small boutiques and a restaurant & bar. A small part in the back has been nicely preserved as a historical site, complete with old photos and such. I remember walking through a doorway and finding myself staring at four hangman's nooses suspended from a heavy beam. A concrete pit lay below, with steel trapdoors wide open. Perhaps it was the surprise, but the sight chilled me.

Another overnight sail brought me to Port Elizabeth, a thriving industrial town with a fine sheltered harbor. As I rounded the inner

breakwater, I was delighted to see a bunch of my old cruising companions lining the dock ready to take my lines. They must have overheard me on the radio requesting permission to enter the harbor — standard practice in South Africa. In any case, it sure

CHANGES

made for a pleasant welcome. We breathed a collective sigh of relief, as we'd all transited the Wild Coast without incident. After Port Elizabeth, the Agulhas Current runs further offshore and there are plenty of places to hide if the weather turns sour. All in all, cruisers are less anxious after Port Elizabeth.

Indeed, we had an easy motorsail west around the bottom of Africa. After a brief stop at Mossel Bay, *Nepenthe* rounded Cape Agulhas, the southernmost point of the African continent, and a few hours later, the Cape of Good Hope. This short passage was another major milestone in *Nepenthe's* journey. Even now, months later, I can clearly remember rounding the Cape of Good Hope. The red and gold sunset had been reflected on the sea as if to show *Nepenthe* the way. Overhead, clouds changed from red to orange to deep purple as the light breeze felt sharp, crisp and clean. The later it got, the further the temperature dropped. Eventually I had to go below and dig out my jacket, which I hadn't worn since New Zealand. There was the tangy smell of salt in the air, much different from the tropics where the humidity overwhelms it. And soon *Nepenthe's* motion began to change, as we began to feel the effects of the long, slow rolling seas of the Atlantic.

By 0300 the clouds had dispersed to reveal the magnificent southern sky. The unblinking stars were so incredibly bright I could have almost read in the cockpit; I even fancied being able to pick out some of the far-flung galaxies with my naked eye. I watched *Nepenthe's* phosphorescent wake stream astern, blue-green in the starlight. The crispness of the air quickened my mind, or so it seemed, and I felt released from the lethargy of the tropics.

I felt exhilarated — thrilled that *Nepenthe* had carried me so far, so well, so faithfully! I was joyous for having been able to reach that moment. And to tell the truth, I was also extremely relieved to have rounded the 'cape of storms' in such fine weather!

Nepenthe and I passed the Cape at first light as the Southern Cross faded from view. The day began with a fine mist close upon the sea and a light westerly breeze. As the sun rose, the light mist dissolved and the shadows dropped from the Cape's rugged mountains. All around *Nepenthe* the sea was alive, as great shoals of fish stretched in every direction. In addition, countless seals and dolphins leaped clear out of the water and then zoomed gracefully beneath the

surface in pursuit of fish. Sea birds came and their raucous calls rang in my ears. My senses were full, my heart content.

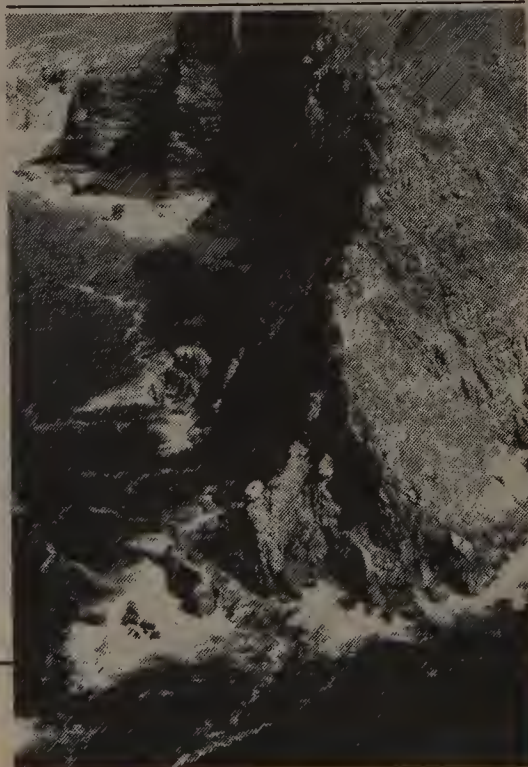
A few hours later we slipped into Hout Bay. Once again old friends appeared on the dock and helped me tie up. So ended another passage — one I hope will never fade from my memory.

A scant 15 miles south of Capetown, Hout Bay is surrounded by steep, rugged mountains. Famous Table Mountain is just visible between the nearer peaks. The mountain scenery is simply stunning, and for a long time I sat in the cockpit just trying to take it all in.

When the southeast winds blow in that part of the world, they can blow very hard. A few weeks before I arrived, a school bus was blown over. When near Capetown, there is warning of the approach of a southeasterly: a thin cloud, known as the 'Table Cloth', drapes itself over Table Mountain. Once it appears, strong winds are sure to quickly follow.

I'd been in Hout Bay a few days before the first southeasterly hit. Even inside the breakwater, the wind and chop filled the air with spray and made it impossible to leave the companionway doors open. Wind shrieked in the rigging and it was awfully comforting to be tied to a dock. When the wind subsided, I noted the small French boat next to me turning around. Apparently the crew had taken the bus to Capetown and left — unnoticed by me — their hatch open. The boat had taken on quite a bit of water, the result of chop slamming into their transom,

Cape Point, South Africa — you can't get much lower than that on the African continent.



flying into the air and down the hatch. And this was *inside* the breakwater!

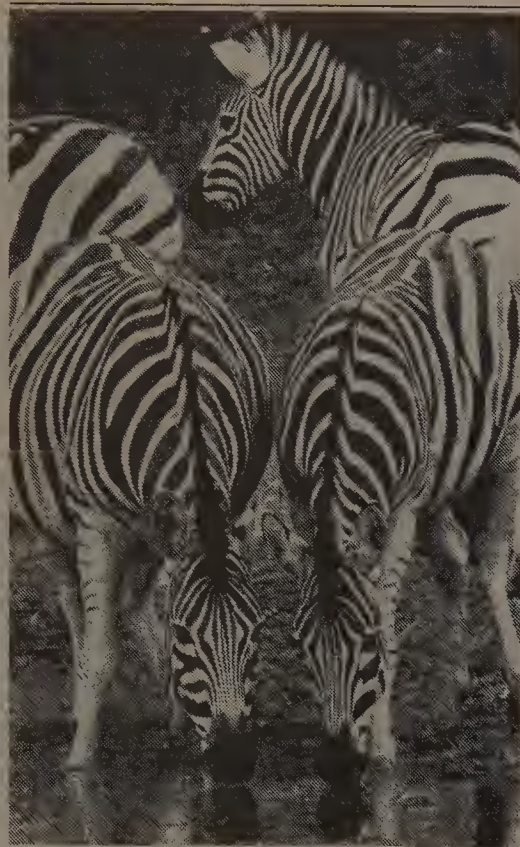
If there's anyone out there who suffers from a lack of respect for the moods of the sea, a season in Capetown would be just the cure.

Cape Province, where some vineyards date back to the 17th century, is justly famous for its white wine. Peter's sister Val — also known as 'Six Pack Val' — took me out to Franschoek and Stellenbosch one beautiful crystal clear day for a wine-tasting tour. Originally settled by Huguenots fleeing French Roman Catholic religious persecution in the 17th century, the Franschoek Valley produces some of South Africa's finest wines. It seems that wherever I've been, the French influence has always resulted in wonderful things to eat and drink. The valley itself is relatively flat and closely surrounded by mountains that rise steeply from the valley floor. The mountains provide a spectacular backdrop for the vineyards, most of which have shady patios where you can sip delicate wines. The buildings are mostly 18th Century provincial style and have been refurbished over the years. Many have extensive flower gardens which, when I visited, were in full bloom with the native protea and more traditional roses, tulips and such. It is a quiet area that exudes elegant simplicity, and is an experience not to be missed.

There are, of course, serious racial and political problems in South Africa. Truthfully, I was never able to learn much that hasn't already been better reported by journalists. I guess it's neither surprising nor difficult to understand that black South Africans showed little interest — perhaps 'aversion' would be a more apt term — in talking politics and social concerns with a white tourist such as myself. We white visitors certainly would not have been welcome in the black townships, as anyone who listens to the radio or watches television can appreciate. Having said all this, I still can't resist making a few observations.

White South Africans feel misunderstood — and probably are. They feel that their country's racial problems are exceedingly complex, which is probably also true. They feel if the other nations of the world better understood South Africa's problems, and the social and economic implications, attitudes toward their policies would change for the better — which probably isn't true.

Some things I saw: Schools, churches and



COURTESY SATOUR

Despite the continuing problems between many white and blacks, South Africa is a country of many attractions.

Capetown.

By mid-March, *Nepenthe* was ready for the long haul to the Caribbean. We would leave the Royal Cape YC on St. Patrick's Day, bound for a waypoint, St. Helena, more than 1,700 miles to the northwest.

— tom

Denali — Yorktown 39

Chris & Darlene Buckley & Kids Coming Home After Seven Years (Morro Bay)

[Part One of this Changes, in which the BUCKLEYS described their voyage from Morro Bay to and around the Med and Aegean, appeared in the April 1992 issue. For reasons that aren't clear — although the bungling Wanderer is suspected to have had a hand in it — Part Two does not appear until now. Our apologies to both the BUCKLEYS and those who cherish continuity]

After a 21-day, 2,900-mile passage across the Atlantic, we made landfall at Martinique on January 28, 1989. It was a big relief for Darlene, who was in her third trimester and beginning to look *very pregnant*.

Fort de France was well worth the visit. After the isolation of an Atlantic crossing, it actually felt good to get back into the bustle of crowds. We didn't stay too long, however, as by February 10 we were 'down island' at Rodney Bay, St. Lucia. Although this would have been a great place to stay longer, we didn't find the medical facilities for Darlene quite to our liking. Besides, after three years in Europe we were having lots of fun traveling through the tropics. So we

other buildings surrounded by concertina (barbed) wire. Guards protecting most large stores, malls and public buildings. A walk in almost any residential area arouses vicious-sounding guard dogs who make an unnerving din. High-voltage electric fences are relatively common, and I never saw a gun shop that wasn't full of people. What do I make of it? Folks were nervous.

Baseball caps are popular in South Africa and I found three styles that were particularly intriguing: pink ones that say 'Girl'; black ones that say 'Boy'; and gold ones that say 'Boss'. The pinks are rarely seen, but the black ones that say 'Boy' are worn only by blacks, and the gold ones that say 'Boss' are worn only by whites. I never saw an exception between Richard's Bay and Capetown. I'm not making a big deal out of this and actually thought it quite funny. After all, can you imagine blacks in South Central Los Angeles or Detroit wearing hats that say 'Boy'? Or the Los Angeles Police Department ordering the ones that say 'Boss' for their boys in blue?

In any event, with the sea on one side and Table Mountain on the other, Capetown might just be the prettiest city I've ever seen. Every big city seems to have a personality; desperately searching for the right adjectives for Capetown, I come up with elegant, self-assured, graceful, a trifle prim, aesthetic, alluring and mature. I think it would be awfully difficult for anyone who has lived in Capetown to consider permanently leaving — were it not for the current racial and political problems.

Completely charmed by Capetown, I more than once thought about staying quite a bit longer. Come to think of it, I don't know why I left. Many people from the rest of the world have also been charmed by this exquisite city and find themselves unable to tear themselves away.

Thousands of miles away, I fancy I can still smell the frangipani in the downtown Botanical Gardens and enjoy the spectacular views from atop Table Mountain. I fondly recall the lovely gardens of Kirsetenbosch, where all the varieties of protea, the South African national flower, and a myriad of other species grow in profusion. There was Constantia, nearby, where the grounds of grand estates recalled *The Secret Garden*. Standing still on one of the tree-canopied streets, stillness, peace and light chirping of birds brought calm to my heart. Yeah, I guess I've got some okay memories of

continued through the Grenadines with stops at St. Vincent, Bequia, the Tobago Cays, Carriacou and Grenada.

All during this island-hopping, we figured that Grenada — what with the U.S. medical school and all — would be the best place to for Darlene to give birth. But it turned out that when any of the medical students suffer from anything more serious than a hangnail, they are flown up to Florida. You can't even buy surgical rubber in Grenada — not unless it's for a spear-gun.

So on February 28 we departed the Windward Islands for the relatively short hop to Venezuela. A Swiss physician we'd met aboard her boat in the Tobago Cays had, in addition to giving Darlene a complete physical, provided us with the name of a first-class medical facility in Porla Mar, Isla Margarita, Venezuela. We had a fast trip in that direction, covering the first 89 miles to the Islas Testigos in just 12 hours and 15 minutes. It was so beautiful at the Testigos that we just had to stay a few days to explore. Despite her less than sleek profile, Darlene was tempted to join me for a little body-surfing. But when a 10-foot shark moved in, we moved out.

On March 6, we went through the standard Venezuelan check-in at Margarita: Customs, Immigration, Port Captain . . . medical clinic. We were given a second appointment with the doctor for March 27, but our little fellow couldn't wait that long. So it was on March 26, Easter Sunday, Ersine surprised us with an early appearance. Both parents have vivid memories of rowing around in the dinghy asking cruising grandmothers if they knew anything about false labor pains. To be on the safe side, we took a bus to the clinic for a conference with the physician. Our son Ersine was born just 40 minutes later.

The four of us — we can't forget our daughter Shandy — were back on the boat the next morning — just as soon as the banks opened and I could make 'bail' for Darlene. The total cost for everything, which included a private room, was \$500. This all happened in the middle of the food/inflation riots in Venezuela, so there were a few problems. For a while there had been a dusk-to-dawn curfew, which included the 20 or so boats in the anchorage. This meant that even dinghy travel between boats was prohibited after dark. We had made arrangements through the Port Captain for the Coast Guard to pick us up and take us to the dock if Ersine had

CHANGES

COURTESY DENALI



decided he wanted to arrive at night. What a way that would have been to greet the world!

After cruising the north coast of Venezuela, our intention was to head for Panama. But the elections, the threat of U.S. intervention, and State Department warnings changed our minds. So we headed north on a three-day beam reach toward the Mona Passage between Puerto Rico and Dominicana (the new name for the Dominican Republic). We logged 460 miles before the Coast Guard pulled us over for speeding and a safety check. The only evidence of their visit was a couple of broken antennas, black skid marks all over our topsides and what looked like a petty officer's lunch down the side of our boat.

We were soon on our way again, albeit without our Ham, SatNav and weatherfax functioning. But that wasn't much of a price to pay for the assurance we received from passing our safety check with nothing more than a warning for not having disposed of our outdated flares. The seven Coasties we 'invited' aboard were nice enough and, after all, only carrying out their orders. It's unfortunate, however, that the guns they carried so terrified our four-year old daughter Shandy that she wasn't able to sleep for the next few nights. The shambles they made of our neat little 'safe place' didn't seem absolutely necessary, either.

A week after the Coast Guard invasion of our boat, we arrived back in Fort Lauderdale. It was exactly three years after our first visit. Although we had to sail through the Old Bahama Passage using celestial navigation and without good weather data, we didn't have any problems. To clear Customs in Florida, you telephone them the morning *after* you arrive, giving them your word you didn't smuggle any drugs or parrots. Later they send you a bill for the service. We really should get that check in the mail to them soon.

Being true sailors, our next stunt was to sail up to the Carolinas on the 'inside', looking for a hurricane hole in which to spend the season. When *Hugo* came ashore in September just to the north of us, we learned that there ain't no such thing as a hurricane hole in this region. With a Category 5 hurricane such as *Hugo*, it's the vagaries of Nature that decide which boats survive and which don't. Skill and preparation have very little to do with it. The only smart option is to avoid hurricanes, period.

By Christmas of 1989, we were anchored in the IntraCoastal Waterway enjoying (?) our first blizzard with only two cases of chicken pox and a bottle of 180 proof West Indian firewater for company. Our center cockpit so filled with snow that we were still using it in our mixed drinks by the time we headed offshore from Cape Canaveral. Let me tell you, that first splash of 80° Gulfstream water was the most pleasant slap in the face I've ever gotten! We didn't stop until we got to the Florida Keys — and we wouldn't have stopped there if we hadn't had to wait three month's for Ersine's passport.

From Florida we headed to the Bahamas. We began our trip with fairly low expectations, assuming it would be just like the West Indies. But it turned out to be very, very nice, as it was so easy to get away from the cruising hordes and rediscover what cruising is all about. The Bahamas wiped away the bad taste Marathon, Florida had left us, and gave us a place to look forward to revisiting. We stayed in the Bahamas long enough to enjoy the Georgetown Regatta. What an incredible event! They only have

When the Buckleys arrived in Martinique (spread), Darlene (inset with Chris and Shandy) was in her third trimester.

three racing rules: No winches, no synthetic sails and no protests.

The out-island Bahamians reject everything America's Cup racing stands for. The shoreside 'cultural activities' were not something you'd take your mother to — in fact, they make the finish of the Ensenada Race look like a church picnic. Although a little heavy-handed, it was done in such a way that the steam let off didn't hurt any yachties. But it was just wild and crazy for a few nights until the rum barrel ran dry.

When we think of our next stop, Port Antonio, Jamaica, we recall the food and people but not the cruising. This is because the U.S. government has convinced the Jamaicans to restrict the movement of U.S. cruising yachts in the belief it will help win the drug war. From what we could see, the only victims — once again — were the bystanders. No yachts coming to Jamaica meant no work, no money and more crime.

From Jamaica it was a swift and easy three-day sail to Panama. One reason for our good speed was that I had cut the bottom out of our boat so I could change the



COURTESY CHRIS DOYLE/CRUISING GUIDE PUBLICATIONS

propeller strut and remove the deadwood area blocking the propeller. I had also replaced the old prop with a folding one. These two changes made a big difference in our speed, as we both sailed and motored a knot faster than before. The enhanced performance proved to be well worth the days of torment spent grinding away the old fiberglass. We averaged 6.9 knots, as our dally distance made good improved 17 miles over our previous Caribbean crossing.

Our friend Mike Starbuck and his wife Sandra at Playa Blanca, Panama, were a welcome sight. We choke up when we try to find words to describe what the friendship of people around the world such as Mike and Sandra means to us. It's one of those things that only other cruisers can understand. We got to stay longer than expected in Panama, so we were there when the first Starbuck baby arrived. Mack and Carmen of the Yorktown 39 *Alaskan* were there also, so we got to fill them in about our extensive travels since we'd last seen them in Costa Rica — where they had helped bring our daughter Shandy into the world. Mack spent time helping me 'color in' a novel I'd written about the Central America drug trade.

Like always, it was hard to leave such

good friends, but by March of 1991 we were back in Costa Rica. It was like a homecoming all around. While in Golfito, we got to see Maryanne Aspinall, our crew from our Atlantic crossing as well as our favorite Tica. Ersine celebrated his second birthday with a party at the Gaviota Hotel, mainly in the swimming pool. Jeanine, the hotel owner, arranged the party with the Port Captain's help, and it became one of those cross-cultural events that leaves you with a lasting warm feeling. For days after the party we were welcomed into the homes of locals.

We like Costa Ricans, what they stand for and how they are going about it. It was a shame to see so many cruising boats isolating themselves with the rest of the 'herd' across the bay at the Jungle Club. We kept wondering if we'd been the same when we were outbound.

We feel that it's really a bonus to travel with young children, as they are the key that unlocks adults' natural mistrust of things that are different. I'm not urging impregnation as a prerequisite to cruising, but I am saying it was a positive contribution to our trip. Anyone who uses kids as an excuse not to cruise should reevaluate their priorities.

Returning to California after a six-year absence was difficult. Part of it is the realization that we'd be leaving the cruising community and rejoining a group of people with whom we have very little in common. There would be no more 'Where are you going?', 'Where are you coming from?', 'How was it?' questions. As we approached California, we found ourselves asking questions about a place we'd spent 25 years of our lives. We had become, in fact, strangers in our own land.

Reentry began at sea when we picked up radio stations reporting traffic alerts on Southern California freeways. It was funny at first, but the closer we got to shore the less amusing it became. Then the first little anxieties began to creep into focus as we began to wonder what California had become. San Diego had changed; they had private guards, flotillas of Coasties and police to keep people away from boats, and the Harbor Police were friendly and helpful. Ted and Marcia of *Ricochet* found us a guest slip at the Coronado YC and helped smooth our reentry. They thoughtfully rationed our thirst for *Latitudes* to two a day, thus preventing overindulgence and the

subsequent dementia known to occur from reading too many issues in one sitting.

After cruising for six years, we find others have many questions for us. The three most frequently asked:

"What memories stand out from the 6½ years?" To us, it wasn't like a single voyage but a linked series of excursions to different oceans, seas and cultures. Roughly speaking, it was divided up into the following distinct segments: West Coast of Mexico, West Coast of the Caribbean, Atlantic Ocean, the Med, the Black Sea, the West Indies, Venezuela, the Intracoastal Waterway, the Bahamas and Panama.

The second subject people would most like to ask us about — but don't — is finances. But go ahead, make our day. For our family of four, the bottom line was \$550 a month. That included boat maintenance, food, medical bills, docking fess, cruising permits and trips back to Morro Bay from Panama, Guatemala, Florida, Spain, Greece and Panama.

We worked for the Panama Canal Commission for a couple of months, not so much for the money, but because of the work they wanted us to do: a landslide study in Gaillard Cut. One of our trips back to

COURTESY DENALI



Shandy of 'Denali'. The Buckleys feel having children along is an asset rather than an impediment to fulfilling cruising.

California was paid for by the Canal Commission. There were several other job opportunities that really tempted us, but not enough. Now that the children are older, we might consider staying longer in some places

and working.

Incidentally, there are a wide variety of jobs available to the cruisers. Although they usually pay about half what you'd earn in the States, your living expenses are much less. The reward of working and getting to be a contributor to a local community is the best part of such labor, as it's not the dollars you remember when you return home.

The third question is about our future plans. That's the easiest one of all. Our 39-foot boat is just the right size for us. She's strong, safe, fast, not too complex for me to maintain — and she's home. Right now we're gathering several hundred charts of Hawaii and the Western Pacific, and by the time you read this should be back in the tropics again. The kids can't wait for the coral reefs and warm water. We can't either. Hope to see you out there!

— the buckleys

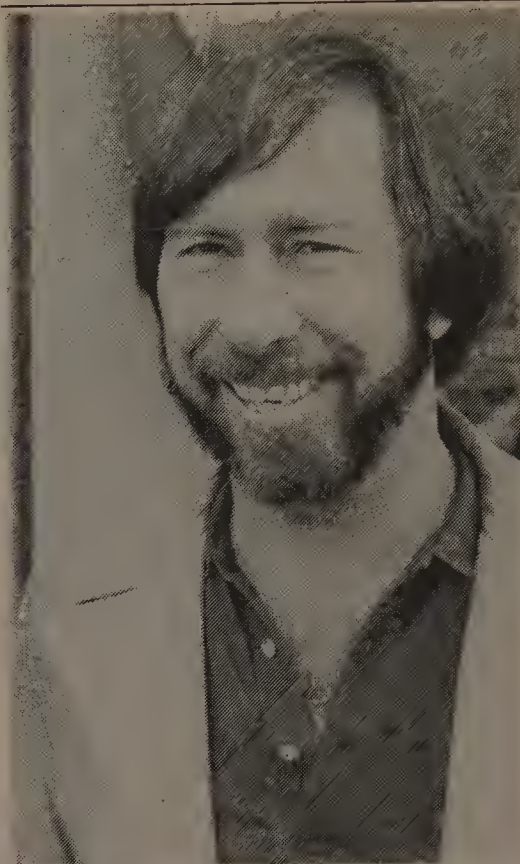
Cruise Notes:

We regret to note the passing of **Frank Corser**, a good friend of many South Pacific cruisers, after a two-year battle with throat cancer. Corser's remains were interred near his home at Taiohae Bay, Nuku Hiva after a memorial service on December 9.

Frank and his wife Rose, originally from Southern California, sailed to the South Pacific in 1972 aboard their Herreshoff 53 *Cavatina* and in 1975 aboard their Cascade 42 *Corser*. They fell so in love with the Marquesas that they returned in 1979 to make it their permanent home. During the last 13 years, they owned and operated the Keikahanui Inn at Taihoae Bay. As this bay is often the first stop for cruisers from both the West Coast and Panama, the Corser's welcome and aid in solving typical yachtie problems made them scores of friends within the cruising community. Rose Corser reports that she will continue to live in Nuku Hiva and welcome cruisers to the South Pacific.

Kaoha nui, Frank.

Bruce Westrate, who survived hurricane *Iniki* aboard his gaff-ketch *Saltflower*, wants to offer a very sincere 'thank you' to *Latitude* readers who contributed generously to his 'hurricane relief fund'. "Along with other assistance, it's given me some money to live on as well as a modest nest-egg with which to start a small canvas business in Ventura," says the former San Francisco Bay liveaboard. Unfortunately, *Saltflower* was damaged beyond repair and was stripped of everything of value.



THE WANDERER

Responsible for sending scores of Hans Christians sailing out into the blue, Roger Wales and family are out cruising on a Freedom 38.

Westrate reports that everyone who had been living aboard in Nawiliwili when *Iniki* struck, received some kind of FEMA (Federal Emergency Management Agency) grant. The amount of the grant depended upon several factors, including a survey-type evaluation by a fellow whose primary credential seemed to be that he'd once been the commodore of an East Coast yacht club. "The owners of one boat were given a grant of \$13,000 — and their boat hadn't even been worth that much before the hurricane," said a puzzled Westrate. "I got \$3,000 for the purpose of 'making my boat habitable again', but it wasn't close to what was required. I also got \$500 for lost personal possessions."

Generally speaking, Westrate gives the FEMA people good marks. "They were very understanding and really tried to help. But as with all bureaucracies there were inherent structural problems, especially when it came to special cases, such as we transient mariners. But we deserved grants, as those boats were our homes and they were destroyed."

Westrate was philosophical about the amount he received. "Naturally I didn't expect to get enough to replace my boat. And I should have had insurance, but the quote I'd gotten would have cost me more than \$4,000 a year. And heck, I was only spending \$3,000 a year when I was out cruising. So either I spent \$8,000 on insurance and stayed home or I went cruising without insurance."

Iniki wasn't the first hurricane that had

left Westrate nearly penniless. "After hurricane *Val* damaged my boat in Pago Pago, I was down to my last 50 cents. But a friend, who'd just been made manager of the local yacht club, picked me up while I was walking down the road. Before I knew it, I had a job. It only paid \$3/hour, but I also got two meals a day and all the soda I could drink."

Although fiscally battered by two hurricanes in the last two years, Westrate is undeterred. He hopes to be out cruising again as soon as possible.

What goes north must come south — or at least that's how it's working with the center-cockpit Tayana 52 *Windstalker*, a picture of which appears on the third page of this month's *Changes*. The Bob Perry-design is co-owned by Phil Howe and Dan Gruener, who are friends from Sun Valley in the '60s. "He taught me to ski," says Howe, "and I taught him to sail." Despite owning the boat for less than a year, she's already had her share of 'ups' — and has just started her 'downs'.

"On May 1, I took her north for the San Juans," recalls Howe, who functions as the boat's captain. "We made Humboldt Bay without too much trouble, but when we stuck our heads out the companionway the next four mornings, the harbor master's flag was blowing straight back from the pole. The fifth day the pole blew down!" he laughs.

Howe, who has taken boats from San Francisco to the Northwest three times, feels that rounding Cape Mendocino is the toughest part of a trip north. "Once you get to the Oregon border, it's not uncommon to have light southerlies or calms."

While in the Northwest, *Windstalker* did eight weeks of charters in the San Juans. The most memorable day in that normally light air area was when they got *Windstalker* up to nine knots. "The girls from the Renton Sailing Club got so excited they started dancing on the deck," Howe recalls. He highly recommends Deer Harbor's Olympic Lodge, which is operated by Phil and Rhonda Greenwalt. Phil is the former harbor master at Pelican Yacht Harbor in Sausalito.

Because of some late season charters, Howe and *Windstalker* didn't head south for San Francisco until October 17 — which late in the year to be coming down that stretch of the coast. The minute they stuck their nose out of the Straits of San Juan de Fuca, they got smacked by 40 knot winds from the south. Further down the coast they were nailed by a 60-knot northerly; the only redeeming feature of which was that it

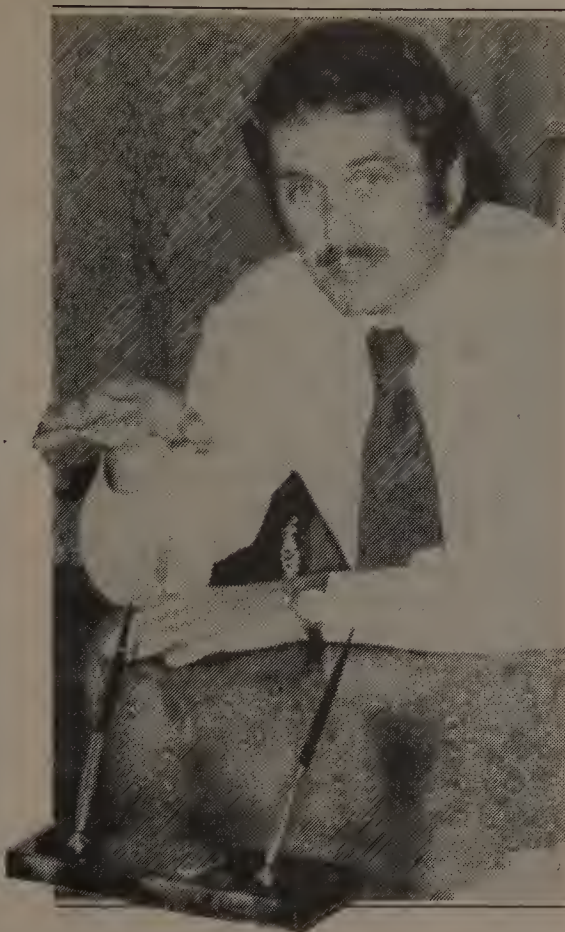
enabled them to hit 15.1 knots — a boat record. *Windstalker's* final approach to San Francisco coincided with the presidential election. "We started watching the election — doesn't every cruising boat have a television now? — results off Pt. Reyes; Clinton gave his acceptance speech as we pulled abeam of Bolinas; and by the time we passed beneath the Golden Gate people were hard at work rebuilding the infrastructure," jokes Howe.

Windstalker spent the early weeks of December at Sausalito's 'C' Dock, which because of recent marriages has become known as the 'Love Dock'. Howe then left Sausalito on Thanksgiving Day for what turned out to be a swift passage to San Diego. He was joined there by Gruener and his four children, aged 3 to 14, for a cruise in Mexico. While Howe hopes they can go all the way around the world, it probably won't happen this time.

While on the subject of Tayanas out cruising, we should note that Bill and Heather Clute were #97 in the *Some Like It Hot Rally* with **22 Windward**, their aft-cockpit Tayana 52. For many years the Clutes lived in Belvedere and raced the Bay and ocean aboard a series of boats, the latest of which was the Peterson 48 *Annabelle Lee*. The Clutes have lived aboard **22 Windward** in Newport Beach for the last several years, selling yachts and making annual threats to head South aboard their immaculate yacht. "Do you believe we did it?" they asked the Wanderer, who had frankly become inured by the yearly threats.

Some experts contend that the stress of selling yachts for years followed by the anxiety of a first cruise can age a man. Bill Clute and Roger Wales — the latter who is out cruising the Freedom 38 **Aurora** — know this is nonsense. To prove it, they let the Wanderer snap the accompanying photos of them just before they left for Cabo. Those of you who meet them in Mexico be the judges, confirming that they look as young as ever. It'll just be more proof that 'experts' don't know diddley.

Ron and Jodi Elkind, who wrote last month's *Changes* about their Valiant 40 **Voyager** surviving hurricane *Andrew* at anchor, neglected to remind us they're former East Bay residents. They sailed under the Golden Gate in 1985 for Mexico and Sea of Cortez Race Week. They then enjoyed four wonderful years in the South Pacific before relocating in Miami. While Ron wears a coat and tie, it's only temporary; he and Jodi can't wait to get out cruising again. As for their Valiant 40, they've put 25,000 miles



THE WANDERER

True Believer Bill Clute has owned almost as many boats as he's sold.

on her and still think she's terrific.

If all has gone according to plan, John and Pat Walsh of Bethel Island should be back in New Zealand by now. John spent much of last year — periodically accompanied by Pat — sailing **Quest II** from San Francisco to Kiwiland. Readers will remember that Walsh built the 65-ft steel staysail schooner himself.

As far as Pat is concerned, the Vava'u Group of Tonga can't be beat. "The Tongan chain is a cruising paradise that offers the best cruising I've yet to experience. There's exquisite beauty, protected anchorages just a couple of miles apart, wonderfully friendly people, plus great snorkeling and scuba diving."

But that's not all. "In nearly all the places we've cruised — the Marquesas, Tuamotus, Rangiroa, Tahiti, Moorea, Huahine, Raiatea, Tahaa, Bora Bora, Suvarov and Western Samoa — the only local cruising 'support' you get is from other cruisers. And while the cruisers have good information and give wonderful support, it's not like in the Vava'u Group, where John and Phyllis Hickey are a shining light. These Kiwis have established the **Island Cruising Center** — also known as the Bounty Bar — in Neiafu, and provide cruisers with weatherfaxes, local and regional weather reports over the radio, charts, first-rate local knowledge, a cruiser's gathering place — and good food and libations. They were a welcome sight after months of uncertainties."

We're not experts, but we think there's good local knowledge at several of the other islands mentioned by Walsh. Any cruisers care to make some nominations?

Deirdre Williams of Southern California wants "information on **how to join crews leaving New Zealand** for the South Pacific Islands, Australia and Southeast Asia". She also wants to know when most boats leave those areas, and what should she know about working on them. And finally, what kind of experience she needs.

We suggest that anyone who needs to ask how much experience they need to cruise in the South Pacific, should not start any voyage from New Zealand. For no matter if you're headed to Fiji or Tonga, New Caledonia or Southeast Asia, Australia or anywhere else, you stand a good chance of getting thrashed by a gale or two. And that's not the best way for novices to get their feet wet.

If you want to sail one of those areas right now, Deirdre, we recommend you fly to Phuket, Thailand, for the December to March high-season. It's excellent sailing in mostly moderate conditions. The best time and place to join a boat the South Pacific would be Papeete in July; the weather is great and there are many boats there for the high season. But there's good and bad with each. The good about Thailand is that it's cheap; the bad is that there aren't anywhere near as many boats as Tahiti in July. And while they'll be many more boats in Tahiti, you need *beaucoup* bucks for hanging out.

As for experience, Deirdre, you want all you can get. If you're cute and fun or willing to cook, you'll get lots of offers — but probably not for the reasons you'd like. The more sailing experience you have, the more you can contribute to the boat you get on — and not coincidentally, the amount of fun you'll have. So if you know your way around boats, fine. If not, enroll yourself in an offshore course or do some ocean racing.

How destructive are **hurricanes**? According to the Insurance Information Institute, the four most expensive insurance catastrophes in the United States have been: 1) Hurricane *Andrew* hitting South Florida, \$10.7 billion. 2) Hurricane *Hugo* hitting the Virgins, Puerto Rico and South Carolina, \$4.2 billion. 3) The Oakland Hills Fire, \$1.2 billion. 4) The Loma Prieta Earthquake, \$1 billion. As you can see, those hurricanes can just blow billions away.

"Please don't take live shells or coral from

CHANGES IN LATITUDES

the sea." That's the plea of David Schurmann of the schooner **Guapos**, who has been sailing the Atlantic and Pacific for eight of his 18 years. "We all know how nice live shells and coral look, and that is the reason we should not take them. There is a living animal within the beautiful hard shell, and that animal cannot run. Isn't it an act of cowardice for us to kill much smaller and less privileged wild animals? If you're collecting live shells or coral now, please stop. If you know others who do, urge them to quit. If our generation takes all the shells with them, what will our children see when they come cruising with their families? Each one of us can make a difference!"

Latitude is with you all the way, David. Shells look best in the sea, not on a shelf.

Do you think U.S. tax dollars should be spent to play 'Big Brother' to all the yachties roaming the Pacific? We don't either, but apparently that's what is happening. Sally Andrew of *Fellowship* reports that something called **Project Cook** — "which is designed to create dossiers for every boat, U.S. and foreign, that is cruising the Pacific" — has been instituted in places like Fiji and Tonga. And with U.S. tax dollars. This would explain why all cruisers, no matter their country of

origin, are having to fill out *United States* Customs forms in other sovereign countries.

Andrew feels Project Cook has adversely affected the way some customs officials are treating yachties. "Since they've been trained by the United States," she writes, "the local custom officials seem to suspect all cruisers of being dope smugglers and gun-runners. Each yacht must fill out a plethora of forms in triplicate, with detailed information about the skipper and the boat. They want to know water and fuel capacity, engine size, range under power — questions typically asked by customs. Project Cook also seeks detailed information from cruisers on where they've been and where they'll be a year from now. Further, they want a declaration stating exactly where and when the cruise will terminate. Bloody hell, we don't even know where we'll be next week! How about an ETA of San Francisco, January 13, 2001 at 1400 hours?"

"Why is the American taxpayer paying to keep track of the whereabouts of yachts?" Andrew asks. "This includes yachts from

Australia, Japan, New Zealand and European countries. The comments we've heard from some of foreign owners are unprintable. We think the money could be better spent on primary education and basic health care in the Pacific — or even just a big party. Write your Congressperson."

Latitude phoned U.S. Customs in Hawaii to try and get comment and confirmation on the program. An official by the name of Forsythe said he'd surely know if such a project existed, but that he'd never heard of it. Of course, it wouldn't be the first time the right hand of a U.S. government agency didn't know what the left hand was doing, would it?

While mentioning Sally Andrew, we're way behind on her reports from **Fellowship** in the Pacific. Holy smokes, we still haven't run that piece about Dr. Eugene Eisenberg and Bill Burkell, who have been cruising the Pacific aboard the Roughwater 45 **Fete Accomplie** ever since they completed the 1990 West Marine Pacific Cup. But next month for sure: thoughts on **cruising in Cuba** from an American who has sailed there three times in the last two years and has left to try and start a charter business there. So stay tuned.



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager



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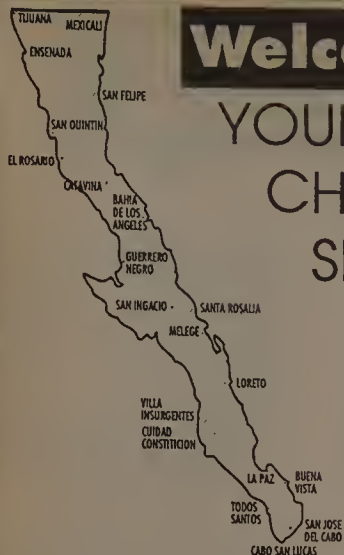
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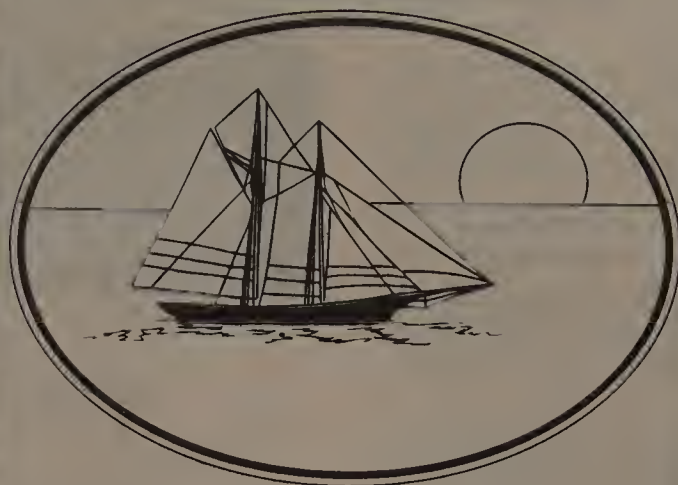
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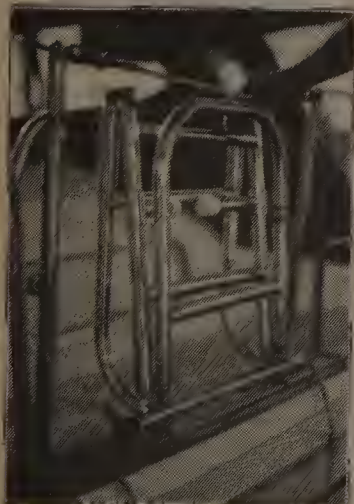
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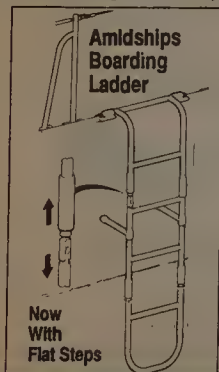


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'YACHT SURPLUS'

I love that heading; it's sort of the epitome of the 'good life'. The word yacht is a pretty uppity word by itself, then we add surplus and get a real humdinger! I read somewhere that if you're gonna spend money on advertising you need to have a heading that's a real grabber so people will take the time to read your ad. To be honest, that heading is what my little store is all about. For the past 27 years, some of the craziest people I have ever known (they call themselves yachtsmen) have been buying perfectly good boats and instead of using them, they take them apart piece by piece! Self-tailing winches are now the craze. I hate 'em. Every time you try to sit on one you get a 'hemorrhoidectomy' and if you ever wonder why your shins are bleeding all the time it's 'cause you walked too close to 'em. Anyway, when a yachtsman buys a sailboat he must have self-tailers, so I'm ending up with a nice selection of the 'friendly' flat top style winches that I sell at extremely modest prices.

Full batten mainsails are now a hot item. Skippers are selling me beautiful mainsails because they purchased full batten mains. They ought to hear Burke Sawyer's sea story about the night he and his crew went racing past Cedros Island in forty knots of wind with a full battened mainsail up. Those of you that know Burke are probably thinking, "gee, Burke's a professional sailor, why wouldn't he reef or drop the main?" You guessed it, he couldn't get the darn thing down!!!!

Electronics! Black and white radar is out and color is in. A depthfinder must now be in color, tell you what kind of fish are under your boat, their size and what bait to use. Satnavs and Loron C are out; GPS is in. Alcohol stoves are out, LPG is losing ground and propane is in. Windlasses must now be reversible, have counters and be able to operate from the owner's bunk. Sextants are to make lamps out of or sit on coffee tables, and leadlines are extinct.

The above should give you a hint as to what YACHT SURPLUS is all about. My little store is totally overflowing with wonderful items and hardware of yesteryear and 1992. I feel secure in what I do and thanks to our innovative marine industries, I shall never want for stock. Boatcans are already being replaced with Dogdowns, and the new high tech ET nav system with accuracy to one GA (gnat's ass) will make GPS as obsolete as the astrolabe. By year's end (for a mere \$5,000 extra) you can purchase 'Home Alone' software for the ET nav system. This allows the skipper to interface with his kid's Nintendo set and thus send his yacht, loaded with ex-wives and kids to Catalina for the weekend while the skipper monitors the voyage on his living room TV set while he is HOME ALONE!!!

Thanks for all your business in '92. Sleep like a baby at night knowing that your Minney Money accounts are in good hands. Feel comforted in the knowledge that we'll always keep those slow movers and dead marine hardware items on the shelf because we know there is someone out there with a 'creeker and a leaker' that needs them. And lastly, I PROMISE, you will never become a COMPUTER NUMBER in my store.....Happy New Year.

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P.P.S.: I've opened a mini Minney store for my friends in Las Vegas. Drop by Chris' Canvas at 4031 E. Lake Mead Blvd. in North Las Vegas or give her a call at 702-438-4328.

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11-FT SAILING DINGHY on trailer, with sails and oars. \$700 obo. (415) 592-9576.

PELICAN SAILBOAT 12-ft, safe on S.F. Bay. Needs work. Will consider offer or trade for El Toro or small sailboat or dinghy. \$600. (707) 765-1960.

10.5-FT FIBERGLASS DINGHY/TRAILER, oars, life cushions, 1991 - 2.5 hp Nissan motor, 2 gas tanks, \$950. Call (415) 456-0743.

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DINGHIES. Boston Whaler 9-ft, 1984. Good shape, best dinghy available, \$975. Portaboat, 10-ft, folds to 4" flat, includes sailing rig and motor mount, \$525. Livingston 8-ft dinghy, \$475. (916) 967-2146.

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16-FT VANGUARD 470. New sails, trapeze, registration, trailer. Fully operational. \$700. (415) 641-8163, leave msg.

24 FEET & UNDER

STONEHORSE 23-FT. Crocker designed, full keel cutter, Edey & Duff built 1977, Airex cored glass, low hours Universal diesel, fully equipped, Loran, VHF, 5 sails. Traditional looks. Excellent Bay and Delta sailer. Reduced \$9,500. (510) 841-7379.

23.5-FT EASTWARD. HOE built 1956 Bremen Germany. Mahogany on oak. 9-ft beam, 3-ft 10" draft. 3 sails, 9.9 o/b. All required equipment. Berthed Clear Lake, CA. \$2,500. (707) 274-8417.

FOR SALE, 12-ft Whitehall Skiff. Lapstrake FG hull, wineglass transom, structure + trim oak and mahogany. Very detailed. Includes wired galvanized trailer, 2 hp Johnson, sliding seat, extras. Strong, professionally built, very seaworthy, launch anywhere. Call (415) 456-2788. \$1,750 - complete.

WEST WIGHT POTTER 19 Great offshore or lake boat, very safe, 2 reef main, 2 jibs, sink, stove, porta-potti, sleeps 4, VHF, depth, 4 hp o/b, safety equipment, anchor, trailer, spare. \$4,500. Must sell. (916) 432-3946.

SANTANA 22 New 5 hp Nissan, DF, compass, CG package. Main, jib, club-footed jib, spinnaker. Lines led aft. \$3,500 obo. (415) 592-9576.

22-FT 1985 MacGREGOR. 7.5 hp Honda, 150 genoa, VHF, Autohelm, depth finder, porta-potti, trailer. Fully equipped. Alameda berth. \$5,000. (510) 278-8386.

22-FT GARY MULL POCKET ROCKET 1984 designed "Midget Ocean Racing Circuit," new rigging, sails #1 and 3, spinnaker gear, trailer, outboard, VHF radio, Loran, DS/speed log. Price \$8,000 obo. Call Matt or Jim (415) 365-8886.

23-FT STAR Olympic-class racer, North sails, trailer, new paint & varnish, lots of extras. \$950. Also 53-ft Roberts fiberglass hull with complete blueprints for cabin & interior plus more. \$3,900. Call (209) 357-1956.

CATALINA 22 swing keel with trailer. 6 hp Evinrude, jib, genoa, whisker pole, boom vang, sail cover. Bow/stern pulpits, lifelines. KM, compass, anchor, nav lights, sunshade, swim ladder. AM/FM cassette stereo. \$3,450. (510) 932-3439.

SF PELICAN #2158, excellent condition, roller furling jib, 1991 trailer included. Well equipped, full boat cover, 11 years in storage. \$1,600 obo. (510) 846-3736.

LIDO 14-FT Great condition and ready to sail. Reconditioned interior. New rigging/stays, 2 sets of sails, includes trailer w/new bearings, rims and tires. \$950 obo. (510) 277-1313.

SANTANA 22-FT with slip at Gashouse Cove. Well maintained older boat rigged for racing with many extra sails. \$3,800 obo. 461-8441.

24-FT BRUCE FARR designed fast, fun Bay & Ocean racer/cruiser. Stable, planing hull, superior sail inventory, head, galley, sleeps 4. KM, DS, VHF, o/b, Harken & Barient gear, trailer. Asking \$8,500. (415) 332-5970.

BE SOMEBODY, SAIL A BEAR, historically the best for one design Bay racing, cruising, camaraderie for over 60 years. SF BEAR Boat Association can help you find a BEAR of a boat. Affordable, classy, colorful history. Chris (510) 339-1071, Bob (415) 765-6904.

J-24, BLARNEY, 1978 Tillotson, hull #244. Sail inventory: one main, two 100's, two 130's, one 170 (Genoa), one spinnaker. \$6,000 obo. (415) 441-2990, Stephanie or Kevin.

SANTANA 22, DRAGONFLY. Comes w/all lines led aft, 6 hp Evinrude, custom canvas boat cover, 12v system, compass, VHF, KM, main, 2 jibs, and spinnaker with dragonfly graphic. Currently berthed in Santa Cruz. \$4,000. (408) 270-4011.

CAPE COD CATBOAT 18'2" Herreshoff America F/G, gaff rigged, 2 berths, large cockpit, 7.5 hp Evinrude, draft center-board 20" to 4' great for Bay & Delta. Berthed at Vallejo Municipal Marina "F" dock behind Remarks restaurant. \$3,900. (707) 226-1338.

25 TO 28 FEET

28-FT PEARSON, 1986. Assume 35k loan @ \$500/mo. Nothing down. Excellent Bay cruiser w/ Sausalito berth. Fully equipped, wheel steering, dsl, 3 sails, dodger, electronics (WS/AWI/KL/DS), stereo. Sleeps 6. H/C water and shower. Excellent condition. (415) 331-8366.

1978 NOR'SEA 27. Aft cabin, spacious interior. Mex. vet. New bottom 9/92 LPU topsides 4/92. AP, GPS, VHF EPIRB, DS, monitor, windlass 200' chain, Bruce, CQR, Danforth, propane stove & refrigeration, dodger, awning, mast steps, Yanmar, 2-axle E-Z loader trailer w/12000# winch. \$47,500 obo. 589-1825, 589-2548.

26-FT 1957 NICHOL SLOOP stout wood, built for SF Bay conditions. Deadeyes, bowsprit, bronze portholes. Surveyed 1991, hauled 1991. Must sell. Sacrifice \$1,500 or first reasonable offer. Call (510) 643-5923 (day), (510) 284-3168 (eve). Ask for Garrett.

25-FT LANCER, 1977. Cozy liveaboard. Call for details. Asking \$4,500 but will accept reasonable offer. (415) 753-8576.

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26-FT SCHOCK ENDEAVOR SLOOP '68 F/G. Nov. '90 survey \$8,000 value. 125% genoa, jib, spinnaker & mainsails in good shape. \$3,600 w/o outbd. Option to lease w/outbd, \$ negotiable. A good Bay beginner boat. San Francisco Sailing Foundation (Formerly S.F. Bay Sailing Assn.) Nils Andersson, (510) 682-8650 (PM best).

RANGER 26 Good condition. Main 2 yrs old, new North sail, jib furling, extra fuel tanks and sails. Equipped for depth and speed. Chrysler 12 hp o/b with extension and auto start. Good family boat. \$7,500. (510) 827-1565, Leonard.

NEWPORT 27, 1980 F/G sloop, excellent condition. Lots of gear. Little-used galley, sleeps 5. Sturdy and reliable, all set for your Delta trip this summer (has shade awning). (707) 575-3535 or (707) 538-0828. \$9,750 obo.

PACIFIC SEACRAFT 25. Full keel double-ended cutter. Cruise ready. 15 hp Yanmar. 7 sails. New 1/4" rig. Autohelm, Magnavox SatNav, Fluxgate, Speedsensor, solar panel, VHF, DS, boom gal-lows, fireplace, new dodger, sunshade, fresh/saltwater pumps. Cruising vet. \$28,500. (619) 420-0268.

MERIT 25. Good condition. North sails, new bot-tom paint. Almost new o/b. Rigged for racing. Located at Berkeley Marina. \$7,900. Call (510) 294-2995 (days), (510) 449-7344 (eves).

CORONADO 25 - never raced. 9.9 Honda o/b, upgraded standing rigging, main, 3 jibs, pole com-pass, KM, VHF, 2 anchor setups, all interior cush-ions, head, galley. More - much more. Call (510) 682-4612 for complete inventory. Owner will as-sist financing. \$5,000 obo.

28-FT HAWKFARM active one design fleet. This is a fun boat to day sail or race. The one design class is a very competitive fun group of people. Please call 937-7024 for more info.

O'DAY 25, 1977. Tight little ship w/trailer & barley used 9.9 Honda o/b. Sleeps 5. Genoa, new jib & main. \$10,000. (415) 499-2193 or 459-6207.

CORONADO 27-FT, 1972. Sleeps 5. Full sails, self-tending jib, radio, depth, Autohelm, Evinrude 9.9. Pressurized water in head and galley. Pro-pane stove. New upholstery cockpit and cabin. \$6,900 obo. (209) 835-2303.

CAL 27, 1972, 10 hp Honda o/b, KM, DS, VHF, galley, 5 berths, 6 sails, 6 winches, spinnaker gear, safety equipped, pop-top. Great condition. Berthed in Richmond. Excellent family boat for only \$7,300. Willing to negotiate. (916) 758-8125.

CATALINA 27, 1977. Great condition, inboard Atomic 4, main + 3 jibs, compass, VHF, DS, KM, AM/FM cass. stereo, dinette, dual batteries, bat-tery charger, auto bilge pump, shore power, head w/holding tank, 2 anchors w/chain + line. \$9,500 obo. (916) 487-0534.

25-FT SANTANA (525) new rigging, battery, bot-tom paint and tiller. No trailer. Quick, fun boat. Main and 2 jibs. No spinn. Clean, compass, KM, good lake or Bay boat. With 6 hp Evinrude motor. \$4,450. (707) 526-5350.

27-FT SOLING, US 614 Mistress. Former US Sailing Team Boat. State-of-the-art racing rig. Practice main, racing main, light air jib, heavy air jib, mini spinnaker, 2 monster spinnakers. \$8,000. Call Stephanie (415) 885-0734 (eves).

ERICSON 26, 1969. New rigging, hauled & bot-tom painted early '92, no blisters. 10 hp electric start Chrysler o/b & VHF radio. A stout boat in Berkeley Marina. \$6,900 obo. (916) 721-4888.

CATALINA 25, 1977. Swing keel, trailer, Baldwin Sailrite 10 hp inboard, 5 sails, furling jib, lines aft, shore power, dual batteries, Signet DS, VHF, excellent condition. \$9,500 obo. (916) 363-4566 (after 6 PM) or (916) 972-2029 (lv msg).

1972 COLUMBIA 26 MKII Sunshine 2 mains, 3 jibs, 1 storm sail. Standing rigging 2.5 yrs. old. Two Danforth anchors. 1972 6 hp Johnson o/b, longshaft. Overhauled July 1992. Electronics and extras. Berkeley berth. \$4,500 obo. (510) 525-0069.

28-FT TRITON #248, Yanmar diesel, new teak trimmed interior, improved structural mast sup-port, 133 cubic feet of underwater volume, gener-ous freeboard, liveaboard headroom w/4 berths. 4-two speed winches, new boom & cushions. Myron Spaulding (415) 332-3721.

HAWKFARM 28. Competitive SF-YRA one de-sign fleet since 1977. Affordable, durable and fun to sail. Boat, motor and sails are all in good condition. \$14,000. (707) 257-3577.

WYLIE WABBIT w/trailer. Call (415) 332-1234 for more information.

CHEOY LEE OFFSHORE 27. F/G Mexico 1986-89, epoxy bottom, Awlgrip topsides, exhaust sys-tem, Westerbeke 2 cyl. dsl, shrouds, Forespar club jib/rig, Harken main traveler, 4 cruising sails, 6 total, can deliver, trailer. \$14,900. Call (415) 331-7576.

ISLANDER 27. Excellent condition fully rigged to single hand, factory installed 500 extra lbs ballast/ oversized rigging. 18 hp Nissan remote controls low hrs. VHF/DS/KT log. Full batten main, 3 jibs, spinnaker, AP. \$8,500/offer or car + cash. (415) 872-3477.

29 TO 31 FEET

SANTANA 30-30, 12 bags racing sails, Loran, Sail Comp, VHF, stereo cassette, SmartPac, Yanmar 9 hp, new this year, hydraulic vang and backstay. \$26,000 or trade for J-35. (503) 288-7461 (days), (503) 285-1979 (eves).

ISLANDER 30 MARK II, 1972. Excellent history. Well equipped 30 hp Palmer engine, 2 full sets of sails, sail covers, alcohol stove, refrigeration. Many extras. Docked at the Stockton Sailing Club. \$12,900. (209) 951-5990 or (209) 931-5910.

CHEOY LEE OFFSHORE 31-FT ketch, '69. F/G w/teak deck and trim. Volvo MD-2 diesel, wheel steering, RDF, VHF, new cushions, sleeps 4. Wood stove. Documented, compact cruiser. \$35,000 obo. (707) 644-6892.

CAL 2-29. Built 1978. New diesel. Loran, VHF, DS, KM, wind speed and direction. Very clean and ocean ready. Many extras. \$22,500 obo. (415) 586-8173.

MULL 30. Stripplanked mahogany. Built 1968. 10 sails. Rigged for spinnaker. 3 spinnakers, o/b. \$5,000 obo. (510) 284-2293 (eves).

NEWPORT 30, 1974. Beautiful condition. New interior, new sterling hull paint, new bottom paint, North sails with spinnaker, new canvas covers, sleeps 6, diesel engine, 3-burner stove, AP, AM/ FM stereo, Loran, Knotlog, apparent wind speed, DS and more. \$18,500. (714) 523-7816.

FARALLON 29 sloop, great condition. Volvo die-sel. VHF, depth, knot, Loran, tiller pilot, recent custom dodger, cushions and interior, 3-burner/ oven, Bruce 33 w/300' chain, windlass plus much more. \$29,500. (916) 923-6054.

31-FT STEEL SLOOP. Mahogany interior. Teak cockpit. Strong rig. 5 sails. Built in Holland '70. \$16,000 obo. (707) 875-2540.

TARTAN 30, 1979. Fully equipped for singlehanded sailing, with all lines led aft to ST winches, Harken roller furling, Autohelm. Diesel powered. Never raced, excellent condition. \$22,500 obo. (510) 527-3507.

SEA EAGLE 31, 1981. Double-end F/G. Strong, spruce mast, teak decks, teak interior. 6'2" head-room. 20 hp Yanmar dsl, VHF, DS, KM, RDF, propane stove, refrigeration. Liveaboard. \$50,000 obo. (209) 477-2419.

ERICSON 381, 1984. Bruce King design in excel-lent condition. Universal 30 dsl has less than 450 hours. New ProFurl jib system; new dodger, Datamarine repeater instruments, Loran. Spa-cious interior sleeps 6. Ideal cruiser/racer. This boat is extremely clean - inside and out. Price reduced to \$70,000. Call (415) 982-2013 days, (510) 284-3439 eves.

CONTEST 30. Volvo dsl, new major tune-up. DS, VHF, KM, stereo, heater, Avon inflatable. Just hauled new prop shaft and bottom job. Sleeps 6. Built in Holland 1969. \$14,950. Dick or Steve Marsh (415) 383-0456.

WANTED: 29 TO 31-FT. Inboard, wheel steering, lines dressed to cockpit, in need of cosmetic and minor repair due to lack of use. Private party who has already experienced the joy of buying a boat and the frustrations of trying to sell one (finally donated it) is ready to get back on the water. Will pay \$5-\$7,000. If you would like your boat and its expenses to disappear, please call Bill at (415) 456-8033.

HUNTER 30, 1978. Yanmar diesel. 30 amp Shore Power water heater. Dual batteries. Wheel steer-ing. New bottom paint May '92. \$13,000. (209) 951-4816.

32 TO 39 FEET

HUNTER 33-FT, 1982 sloop excellent condition. Fast, fun, comfortable. Radio, Loran, stereo, re-frigerator, pressurized hot/cold water. \$29,000. (707) 557-6976 (eves).

1981 HUNTER 36. Rebuilt engine, new sails, well maintained. Assume low interest loan or \$30,000 cash. Comes with Sausalito berth. Call (707) 224-2076 (after 5 PM).

1979 HANS CHRISTIAN, 38-FT. Like new. Ask-ing \$119,000. Call (510) 444-8484 (wk), (510) 534-0735 (hm).

HINCKLEY 38 sloop. Superb condition, major refit 1992, new Awlgrip, extensive equipment list including Loran, auto pilot, 6-man Zodiac, o/b, 6-man Seajay raft in canister. Large sail inventory, etc. \$110,000. (415) 347-6934.

UNIQUE PEARSON ALBERG 35. On/offshore safely, comfortably year round. Fiberglass, teak outside, inside. One owner, delivered - our speci-fications unique cheery roomy teak main cabin: aft galley, port dinette, berth opposite, quarter berth aft that. Sleep 6? lower table. Finest workman-ship, materials and equipment. Gimballed SS two burner and oven. Westerbeke dsl loafs, heats pressure water or shorepower - galley/head/shore. All SS copy original copper exhaust. Dsl furnace, thermostat, cold-outside/both cabins, insulated ducting. AP-windvane/compass. Refrigeration. Schattauer, excellent condition: sails, cover, Bimini, 3/4 boat cover. Spinnaker gear, 7 winches. ElectraSan, dodger, windscreen, 3 per side, aft curtains encloses. All transparent snap-ons. CQR, custom SS roller, winch. 18 additional important improvements. Missing - clothing, sleeping bags, food. \$36,000 cash, firm. Ray (206) 463-5796 (eves).

ALNILAM 34-FT performance cruiser. Custom cold molded, New Zealand 1984. Knowledgeable sailors drool over this beautiful, comfortable, boat. Make fast, enjoyable, offshore passages, then win PHRF races with full cruising gear still aboard. Serve the fish you caught and freeze on your passage at the victory celebration. This is not advertising hype. I've done it. Great gear, con-stantly upgraded, unsurpassed maintenance. Cir-cumstances force original owner to offer this \$150,000 boat for \$64,500. Call Ed Brown (619) 224-1515.

COLUMBIA-KETTENBURG 9.6, 1978 32-ft, Alan Payne racer/cruiser, great handling in Bay and out Gate, 13 hp diesel, new 110 jib, 150 genoa, DF, VHF, stereo. Comfy teak interior. Well maintained. Absolutely must sell. Docked in Alameda. Asking \$23,000. (916) 451-3739.

RODGERS 32, 1981. Open transom racer/cruiser masthead sloop, rod rigging, Navtec backstay, Quickvang. Huge North inventory. Full headroom, sleeps 6, new cushions, teak interior, galley, head, nav, Loran, stereo, VHF, Yanmar/Martec, PHRF 120. \$28,000 obo. Martin, (805) 969-4666.

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ISLANDER 36. Clean, well-kept, one-owner boat. No down, assume current note & payments making sale price well below recent survey of \$46,000. (916) 677-3737 (hm), (916) 631-2175 (office).

35-FT CUTTER (SEABIRD), full-keeled, new heavy-duty rigging, new sails, 60 hp Lehman diesel, Hurth Vdrive, liveaboard Santa Cruz slip, needs some work, solid epoxy/plywood hull. \$7,500. A bargain. Don't wait. Buy her and go cruising. (408) 423-6073.

CATALINA 38, 1982. Hauled, new bottom paint April '92. VHS, DS, KM, Loran, folding prop, shower, H/C water, AC/DC refer/freezer, autopilot, 24 hp diesel, roller furling with 3 jibs, spinnaker/gear. \$37,500. (415) 424-6574.

HUNTER 33, excellent condition, wheel steering, Yanmar diesel, VHF, DS, compass, knot log, H/C pressure water and shower, microwave, BBQ. New exterior paint and varnish. New interior cushions, curtains and hull liner. Great family Bay and Delta boat and floating second home. \$29,000. (510) 425-7522.

VALIANT 32. GO CRUISING. This one has a professional Interlux epoxy bottom, great sails, & almost new diesel. The ultimate compact cruiser. Serious principals only \$38,000. (415) 325-1038.

CAL-33, 1971. Atomic 4 gas (25 hp), overhaul (10 hrs), folding prop, 25 gal fuel tank, 12v system w/ 35 amp generator. Full instruments, VHF, Signet KM, DS, WS, 2 compasses, 14 Barient winches. 8+ bags sails, spinnakers w/pole, sail cover, life preserver, horseshoe buoy w/MOBP, radar reflector, anchor, etc. Navigation table, 2 qtr berths, V-berth, stereo, 2-burner stove/oven, stainless 30-gal water tank, icebox. Aluminum mast and boom. Ballast 4,800 lbs (lead), masthead rig, some new halyards, spreader lights. Recent survey, new bottom. \$25,950. (209) 435-1074 or (408) 384-6163. Great buy.

CAL 39 Strong, fast, perf. cruiser, deep fin keel and 41% bal/disp. ratio allows full sail in strong wind. New Maxi prop, new bottom paint, low mi. on diesel, trans. just rebilt. Loran, fireplace, \$63,000. (415) 431-9104.

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'89 CATALINA 34, Great Bay boat, sails like a dream with all the following: Sobstad sails, Harken traveler system, quick vang, Awlgrip two coats Apr '92, electric windlass, Micrologic Loran, Matric prop and refig. \$60,000. John Billmeyer (408) 353-8152 or 353-3393.

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C & C 35 III, 1983, Mesmerize. X-mas gift. 1987 Season Champ. 12 bags of sails (all North). Loads of racing equip., all teak interior, Loran stereo cassette, epoxy-micron bottom, folding prop. Cost \$112,000 (\$35,000 race equip). Asking \$55,000 obo. (510) 462-1371 (h), (510) 828-4041 (w).

YANKEE 38 SLOOP. Sparkman & Stephens design. Open ocean equipped with SatNav, self-steering windvane, 6-man canister life raft. Full sail inventory including spinnaker. Documented. \$69,000. (415) 336-5079 (wkdays).

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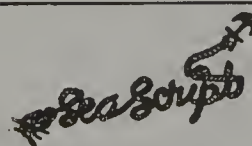
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PARTNERSHIP WANTED: SANTA CRUZ. I have upper harbor slip. I want 30-36' sailboat. Primarily for pleasure, but also enjoy racing. I am capable, experienced, easy going, type 'A', mechanical. Can pay \$5,000 down, plus payments. Call Rich Wilcox (408) 662-0752.

GRAND BANKS 32 partner wanted. Classic 1973 wood trawler yacht. Well maintained, well equipped with radar, Loran, VHF, video sounder, 2 fathometers, inflatable w/Seagull motor, A/P, Lectra-San new interior, many new components. Beautiful boat! (415) 332-3934.

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TRADE. Have factory Westsail 32 loaded, consider 5th wheel trailer and/or lake/river property. (415) 472-6344.

MULTIHULL PARTNER W/SHIP sought by yacht salesman in Sausalito. I will trade my mooring, use of 12' dinghy w/outboard plus access, maintenance, port supply acct. sales skill if selling and/or cash, for weekday use. (415) 257-1594.

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CATALINA 27, 1980. Atomic 4, gas inboard, spinnaker, rig lines aft, KM, DS, 5 sails, great shape. \$10,500. Trade for U.S. Real Estate. Also Catalina 27, 1972 Yamaha 8 hp o/b. Also great shape \$5,500 obo. (510) 532-1332.

WANTED

NEEDED: CHARTS for Western Pacific, Alaska and Australia. (206) 885-6532, (206) 783-9221.

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CAL 20. Any and all considered. Please call before 8 pm. (415) 571-7080.

REDHEAD wants/needs kind, caring, loving, patient, intelligent, blonde-haired, blue-eyed, male FNP, interested in sailing, dirt bikes, houseboats, jeeping, reading, quiet times, new adventures outdoors/indoors, who wants/needs partner with common interests and goals to share life of love, commitment, passion and so much more. Sense of humor a must. Contact Deb - the one who can feel again. (Address & phone withheld by request - please do not call Latitude.)

FIXER WANTED. Full keel, Fiberglass 25-29', no woodies. Condition of mast and rigging not important. (707) 664-6684.

WANTED. Conscientious, salty married couple seeks a liveaboard in the Bay Area. Looking for vessel 34-ft +. Excellent references. Will pay slip fees plus handle maintenance work or support. Please call (415) 398-0214, Matt & Lorraine.

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SAILS. 150% genoa from Pearson 30 4.5 oz. Dacron with hanks, Luff=37.9', Foot=20.9', Leech=36.6, LP=20', Area=307 sq.ft. 130% Genoa from Newport 30 6.5 oz Dacron with hanks, Luff=38.4', Foot=16.7', Leech=37.3', LP=16.0', Area=307 sq.ft. Wishbone Jib & Boom from Hunter 30 7.0 oz. Dacron with hanks, Luff=41.85', Foot=16.7', Leech=36.6', LP=11.5', Area=241 sq.ft. Call (415) 332-4104.

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CREW WANTED. SERIOUS PHRF/HDA campaigning aboard a Santana 22 built by Dave Hankel, fresh North sails. You have racing with spinnaker experience, athletic ability, a desire to win, dedication. Above all, you honor your word. Winning is job #1. Mike (415) 967-7886.

WANTED: CREW. Prefer local student. Bay daysailing, weekdays, weekends and/or vacations. 37-ft well equipped cruising sloop. S.F. city front location. Contact Box 424, 227 Ellis St., SF, CA 94102.

ACCOMPLICE WANTED. Join me in a conspiracy to reap off financial opportunities and elope to the Mediterranean on a 45-ft schooner. P.S. All legit. Middle age captain second time starter, owner of sound enterprise is seeking first mate, a relationship with W/F under 45 which will be based on a mutual admiration, common goals and like interests. Background of fine arts great, of painting, poetry or writing ideal. Interests to include theater and ethnic cultures. A moderately liberal, spiritual, humanitarian, nature loving attitude welcome. Hobbies to include classic European cars and sailing, sailing, sailing together. You are a person content with your own and not a compulsive people seeker. Unemployed preferred, children welcome. Write: P.O. Box 458, Boyes Hot Springs, CA 95416.

EXPERIENCED SAILOR (Maine, ICW, Caribbean) seeks boat time. Anywhere warm, particularly Costa Rica, any dates to April, on well kept 35' boat with experienced captain. Fit, NS, 45, low key, dependable, will share expenses, appropriate local references available. Stephen (916) 482-0665.

TRANSPAC: would like to crew Tanspac. Call Alex (408) 625-9706.

PLANNING SINGLEHAND SF to So. CA, one month June '93 cruise. BYO 25-ft or under boat and sail to the trailer. No structured crap, just buddy boats headed south. Interested? Write: R. Weeks, 1333 N. Entrada St, Chandler, AZ 85226.

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SAIL MEXICO TO HAWAII and/or Hawaii to West Coast aboard 30-footer with experienced couple. Leaving May 1st. One person, experience not required. Share expenses. Send personal particulars. M. Williams, 657 Rushing Creek Pl., Thousand Oaks, CA 91360.

WANTED FIRST MATE WF, 27-45, slim, very attractive, NS, to live/sail on 45-ft MY in SF. I'm 49, nice looking, tall, fit. Brief note and photo please. All photos returned. C.P.D., 2269 Chestnut St. #217, S.F., CA 94123.

ENGLISH FEMALE 43, travelling world, seeks to crew for Pacific crossing, from West Coast or Central America. Depart April, May, June '93. Some offshore sailing experience. Prepared to share some expenses. Contact: L.R., 236 Sugarberry Circle, Houston, TX 77024.

SKIPPER, EDUCATED, attractive, svelt, witty, honest, sensitive, adventurous, mellow, seeks SWF with similar traits between 25-35 for champagne, sailing, fun, and friendship. Call Herman at (415) 673-9063. P.S. We are moored in San Francisco.

CREW AVAILABLE, SWM 30, 6'2", experienced offshore sailor seeks position as crew/navigator. Independent, educated, multilingual, non smoker, going anywhere (prefer trans Pacific/Atlantic crossing), share expenses, available Spring '93. Call Rene (408) 727-5001 (eves).

EXPERIENCED SKIPPER, 50's, super 40-ft sloop, departing April for another extended South Pacific voyage, seeks sailing companion, experience not necessary. Meeting possible in California. Send descriptive letter and picture to: C. Rothe, 24 San Island Dr, #27, Honolulu, HI 96819.

FAN, 46-FT KETCH leaving SF for Hawaii mid June, leaving Hawaii mid August for SF. Seeking M/F couple, straight, non-smoking, non-drinking crew with cooking & navigation skills. Write: FAN, Box 634, Petaluma, CA 94953.

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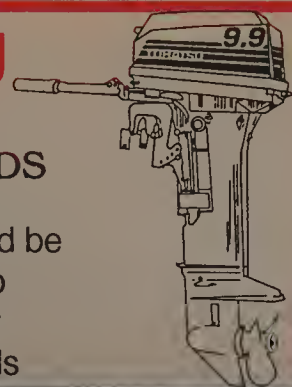
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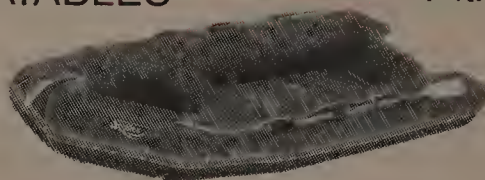
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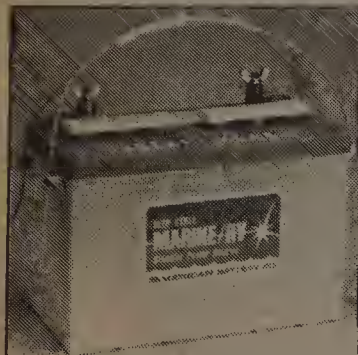


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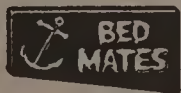
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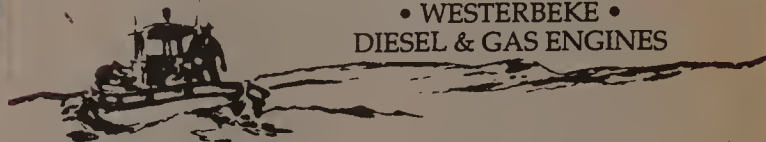
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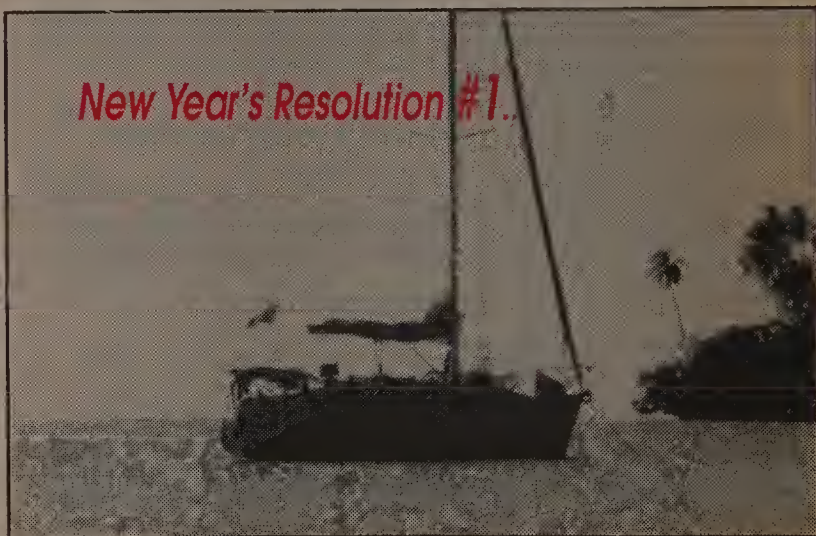


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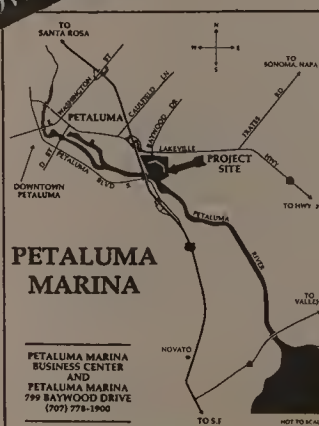
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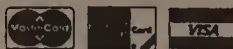
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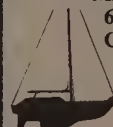
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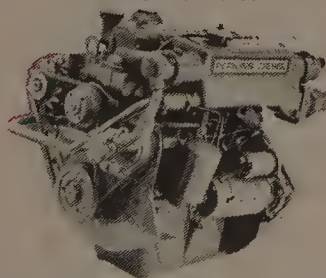
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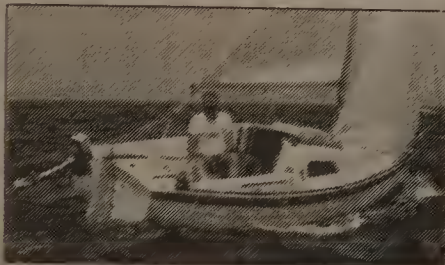
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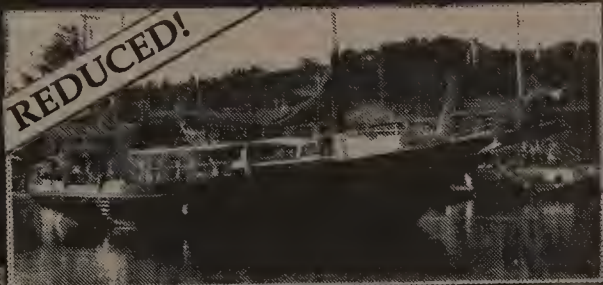


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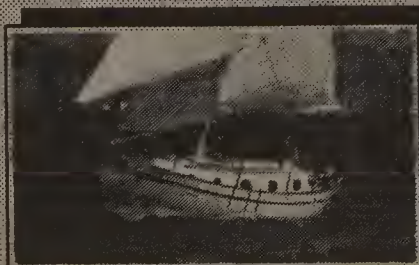
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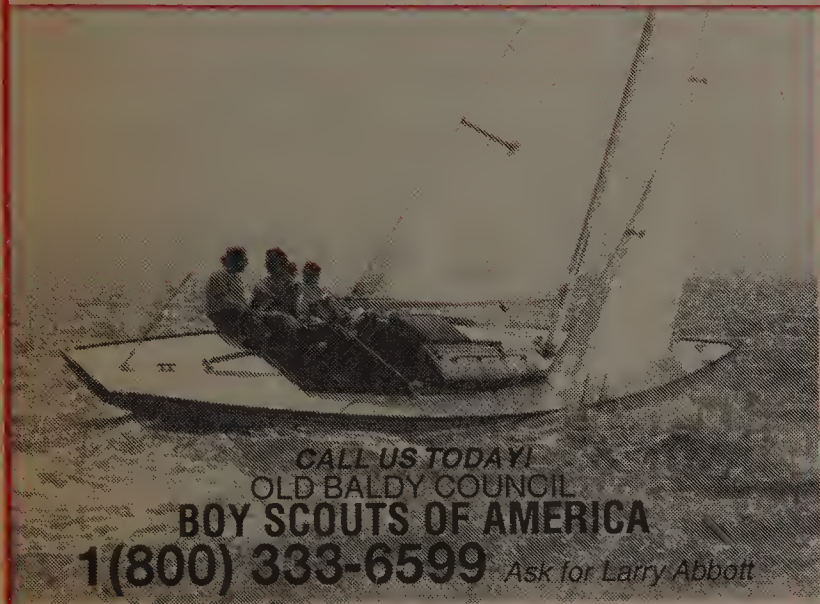


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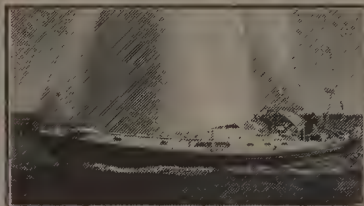
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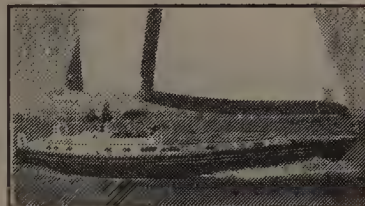
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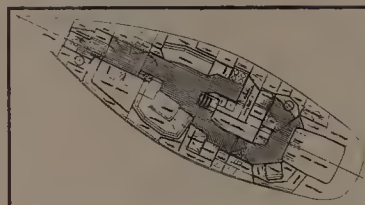
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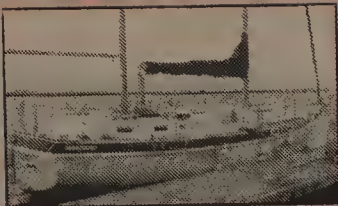


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38' Sabre, '89	\$139,000	50' South Wester, '81	\$350,000
38' Sabre, '83	\$89,000	50' Passport, '91	\$395,000
40' Beneteau, '87	\$99,000	51' Passport, '83	\$259,000
40' Bristol, '81	\$89,800	51' Passport, '84	\$230,000
40' Cambria, '86	\$249,000	52' Tayana, '89	\$280,000
40' Passport, '80	\$130,000	52' Tayana, '90	\$369,000
40' Passport, '83	\$135,000	53' Bristol, '89	\$545,000
40' Passport, '83	\$149,000	53' Mason, '84	\$490,000
40' Passport, '84	\$145,000	55' Tayana, '88	\$355,000
40' Passport, '85	\$149,000	56' Irwin 52, '84	\$185,000
40' Passport, '85	\$154,900	57' Camper Nich., '85	\$599,000

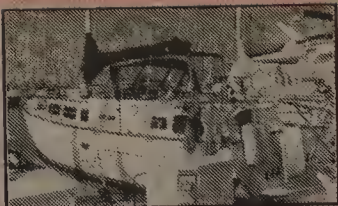
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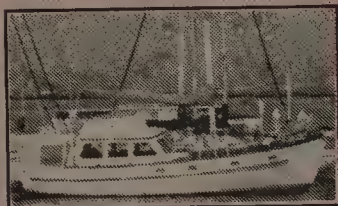




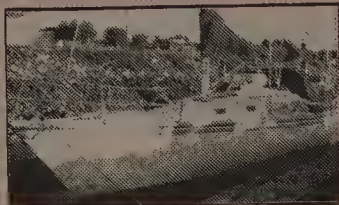
41' MORGAN OUTISLAND, '83. Well equipped, cruise/liveaboard, recently refurbished, a good value at \$77,000.



48' MAPLELEAF, '74. Extraordinary, fast cruising boat, full electronics. Best cubic volume for the dollar. \$119,000.



47' RHODES Motorsailer. Ideal long distance coastal cruiser; 800 gal dsl, 350 gal water! Twin Perkins, flybridge. Luxurious interior, full size shower & galley. Central heat & A/C. Loaded and priced to sell!



34' HUNTER, '84. Full electronics, four sails, ideal liveaboard or cruise. Come see. \$44,500.

35' Chris Craft Caribbean 49,500
35.5' Hunter Legend, fully equipped .. 78,500
37' Express, '85, TransPac winner . 85,000

38' C & C 55,000
47' Perry 'new' 235,000
72' Custom Frers, '80 380,000

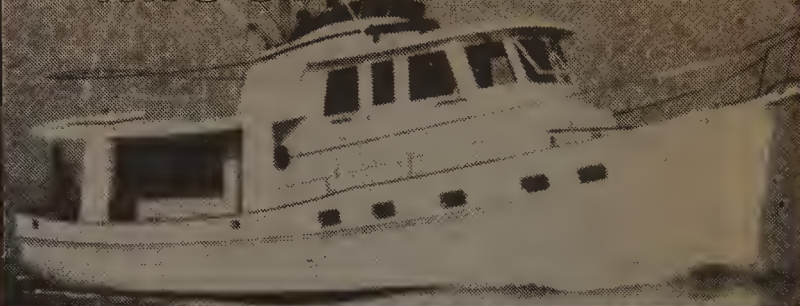
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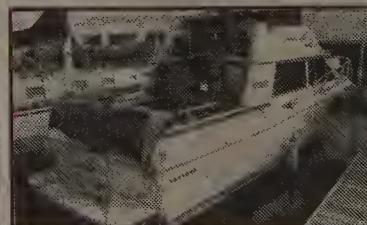
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37' Crealock. This boat was not only designed for world cruising, but is equipped to do so. Bristol condition. Ready to go! **\$87,500**



29' Bristol Hereschoff design, I/B, classic look. **\$11,990**



26' Carver Sportfisher '85. Low hours. Very clean. Owner wants it sold. **\$23,000**



43' Gran Mariner Cruiser/liveaboard, twin screw, gen. Possible trade for BW sailboat. **\$69,000**

SAIL - PARTIAL LIST

22'	CATALINA	'83	3,500
24'	COLUMBIA	Great Bay cruiser	2,999
25'	BAHAMA	diesel, inboard	6,000
26'	PEARSON		6,500
26'	DAWSON	wheel, diesel	CALL
27'	CORONADO	2 from	9,950
27'	CATALINA		7,500
30'	NEWPORT	lots of sails	12,000
30'	MORGAN		19,000
31'	HUNTER		33,500
33'	HUNTER		31,500
34'	WINTHROP WARNER	spotless	31,500
35'	JASON		42,900

POWER

16'	BEACHCRAFT	'83, ski	3,950
21'	LYMAN DAY CRUISER		3,400/OFFERS
24'	CAPE ODY	trawler, diesel	29,000
26'	SEARAY SUNDANCER	'83 w/trlr	22,000
26'	CARVER	'85, Sportfish	23,000
28'	GLASPLY	twin BMWs	29,900
28'	BAYLINER		17,900
28'	TROJAN	super dean	18,950
36'	CHRIS CRAFT	Constellation	INQUIRE
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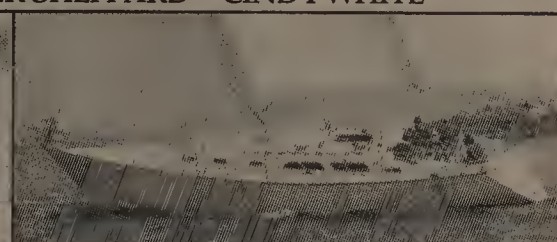
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53' AMEL SUPER MARAMU KETCH 1989
Electric roller furl main, retractable bow thruster, winged keel & much more in one of France's most famous cruising boats. Equipped for world cruising. **CONTACT JOHN BAIER**



44' CHEOY LEE CUTTER 1983
Center cockpit Robert Perry design. Club footed jib, self-tailing winches, full width aft stateroom. Motivated seller!
Asking \$124,500 • JOHN BAIER



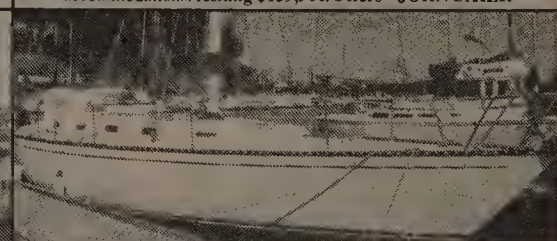
38' SABRE SLOOP 1989
Substantially upgraded, meticulously maintained. Rare to West Coast. Performance cruiser w/outstanding equip. list. Lovely, comfortable accommodations. **Asking \$159,900/Offers • JOHN BAIER**



46' BREWER SEA STAR 1982
Popular pilothouse cutter design. Top quality rigging, beautiful woodwork.
Asking \$129,000/Offers • CHARLES CAMPBELL



44' NAUTICAT KETCH 1980
By Siltala of Finland. A rugged, roomy cruiser. Pilothouse/salon make excellent liveaboard.
Reduced to \$120,000/Offers • CHARLES CAMPBELL



40' TARTAN CUTTER 1989
Custom built, kevlar reinforced hull, very strong oversized mast/rigging. 10 North sails (6 unused). *Outstanding value*
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23'	WILDERNESS, '77	\$ 3,000
27'	CATALINA	2 FROM \$ 8,500
27'	DUFOR, '78	\$ 15,900
30'	CAL 3-30, '74, 11 sails	OFFERS
30'	FRIENDSHIP, '70, wood	\$ 25,000
30'	NEWPORT	2 FROM \$ 22,500
34'	COLUMBIA, '71	\$ 29,000
35'	FANTASIA, '77	\$ 55,000
35'	ALC SLOOP, '71	\$ 25,000
37'	SEARUNNER, '79	\$ 33,000
38'	PACIFIC, '78	\$ 84,500
44'	PETERSON/EICHENLAUB, '79 aluminum, 18 sails	\$ 79,000
46'	CAL 2-46 CUSTOM, '74	\$140,000

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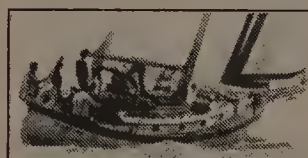
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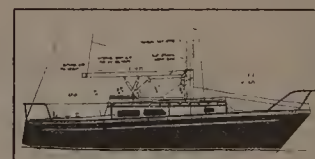
43' Hans Christian, 1981.
New full batten main, furling jib & staysail, Harken, new windlass, pristine condition. One of the nicest boats on the West Coast.



47' Gulfstar, 1979.
Extremely clean, full electronics, refrigeration, air & heat, 7.7 Onan.



52' Irwin Ketch, 1984
World cruise, 3 staterooms, new electronics, furling. Our docks, Anxious.



Newport 30, 1981
Spinnaker equip., dodger. Very sharp, one owner. Our docks.

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35' FANTASIA, Center Cockpit
30' NEWPORT MKII, Loaded

52' IRWIN Ketch, 1984
65' SWAN/NAUTOR Ketch, 1985



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28' NEWPORT w/diesel	\$15,900
29' OLSON - ULDB	Try \$24,000
30' CAL 9.2, 1982	\$26,900
30' ISLANDER w/inboard	\$15,000
30' J/30	2 from \$33,900
33' PEARSON 10M Sloop	\$25,000
33' TARTAN, 1980	\$42,990
34' N.Z. BUILT/Coldmolded Sloop	\$64,500
37' RANGER by Jensen Marine	\$39,000
38' DOWNEASTER Schooner	\$57,900
38' HERRESHOFF Cat Ketch	\$79,500
40' OLSON, TransPac rigged	\$79,000
42' WESTWIND/VAGABOND	\$149,500
44' HANS CHRISTIAN Pilothouse	\$232,000
47' GULFSTAR Sailmaster w/aft cabin	\$142,500
48' CHEOY LEE, two staterooms	\$114,900
70' STEEL MOTORSAILER from Holland	\$395,000

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24' J/24, '77	10,500
24' J/24, '83	18,900
24' J/24, '79	7,500
24' J/24, '90	26,000
29' J/29, '84	33,000
29' J/29, '83	24,000
30' J/30, '79	32,500
33' J/33, '89	78,000
35' J/35, '87	87,500
35' J/35, '84	69,500
35' J/35, '90	95,000
35' J/35, '85	76,500
35' J/35, '91	110,000
35' Santana, '80	39,900
35' Santana, '80	32,950
44' J/44, '90	315,000

EXPRESS

27' Express	19,500
27' Express, '85	24,950
34' Express, '87	84,950
37' Express, '86	88,500
37' Express, '85	105,000

CRUISER	
28' Islander, '78	22,500
29' Cal 29, '74	19,800
30' Columbia, '77	19,950
47' MacIntosh, '86	203,000

SABRE

32' Sabre 32, '84	67,500
38' Sabre MKII, '90	175,000

HI-PERFORMANCE

34' DB 1, '82	59,000
38' Soderberg, '85	39,000
41' Farr, '83/'91	159,000

RACER/CRUISER

30' CS 30, '86	49,000
33' C & C, '76	35,000
34' Farr 10/20, '84	54,950
36' Islander, '72	45,000
40' C & C 40, '80	79,995

POWER

24' Bayliner, '87	22,000
26' Cruisers Inc., '88	38,500
28' Carver, '85	39,500
34' Nautiline, '73	22,500



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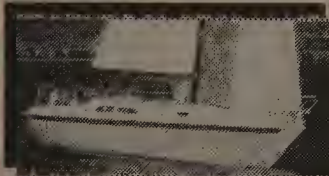
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38' HANS CHRISTIAN 38T, '77. Cruise equipped and lots of it. Very nice boat for \$89,500.



36' SWAN, '68. Sparkman & Stephens as seen on the cover of Cruising World. Immaculate w/dsl, lots of gear. \$65,000.



30' ERICSON 30+, '84. Dodger, loaded with gear, in beautiful condition and extra clean, dsl. \$32,500.



36' ISLANDER, '77. New full on epoxy bottom, clean, rod rigging, dsl. Reduced to \$46,000.



YANKEE 28. Great pocket cruiser. Plenty of gear. \$14,000.

TUG LIQUIDATION

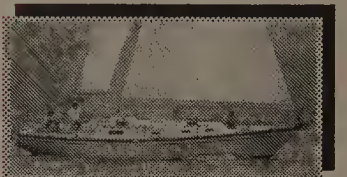
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65' TUG Cascade, '45, steel ..	\$90,000
65' TUG Boby Joe, '45	80,000
101' Los Angeles, '45, steel	55,000
120' Don Alfredo, '03	45,000
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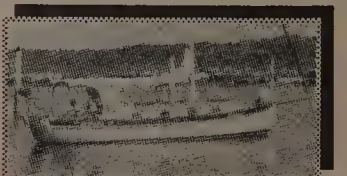
SHOWING OUR DOCKS



40' VALIANT, '76. Hull #21. Pre-blistar era boat. In beautiful condition. New dodger. \$92,500.



38' MORGAN, '84. Loaded w/equipment, ready to cruise, o pristine condition. AP, radar, roller furling and... too much to list. \$82,000.



31' CAPE GEORGE CUTTER, '85. custom built F/G cruiser loaded with equip. incl. \$58. One of the finest built pocket cruiser on the market today. \$78,000.



27' CORONADO, '73. Beautiful condition. Must see. \$8,500.

Too Late for Photo...
34' FORMOSA, '79. Center cockpit, aft-cabin, super liveaboard, lots of headroom, lots of sails, AP. \$37,000. Motivated seller

BROKERAGE

SAIL

47' CELERE, Sloop, Yanmar D, New	\$375,000
41' DOWNEAST Pilothouse/Cutter, '80	62,000
40' VALIANT, '76	92,500
38' HANS CHRISTIAN, '78	109,000
38' MORGAN, '84	79,000
36' ISLANDER, '77	49,500
36' SWAN, '68	65,000
31' CAPE GEORGE, '85	77,000
30' ERICSON 30+, '84	32,500
29' CAL 2/29, '75	18,500
28' YANKEE, '72	13,000
27' CS, '80, dsl	Submit offers/13,000
27' CORONADO, '73	8,500
25' CAL 2-25, '78	11,000

POWER

60' CHRIS CRAFT Flyb.MY, '74, T-G.M.12V-71	\$395,000
46' HERSHINE Trawler, '86, T 240 Perk	225,000
46' HERSHINE Trawler, '87	229,000
42' MMC Trawler, '86, T CummingsD	132,000
42' CARVER Sedan, '87, T-454 G	169,000
42' GRAND BANKS Trawler, '73, T-120Fdl	121,500
38' BAYLINER Sedan 3850, '87, T-Heno D	112,000
38' BAYLINER Sedan 3850, '88, T-Heno D	122,000
37' CHRIS CON MY Woodie, '63, T-283s	35,000
36' CHRIS CRAFT Sportfish, T-Merc 350 G	89,000
34' BAYLINER Sedan 3480, '87, T/E G 454	83,500
32' WELLCRAFT St. Tropez, '88, T-340 Merc	84,500
32' BAYLINER Sedan, '87, T USM 135 D	74,500

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ROBERTS 45, '80. Center cockpit, F/G, factory interior, aluminum spars. Needs some work.. Asking \$73,000.



46' SEA STAR, '82. Brewer P.H. Cutter. 2 heads w/ showers, forced air heat, windlass, radar, AP. \$142,000.



40' "SPRAY" PH, '80. Good liveaboard, staysail rigged Lehman dsl, dual steering stations, 2 staterooms, Pot belly stove, LPU point in '91. Reduced \$20,000. \$40,000.



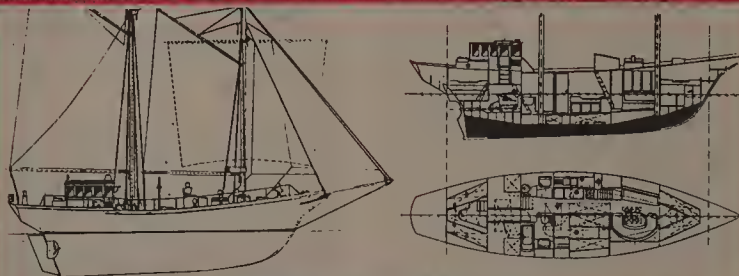
37' RANGER. Custom teak interior like a finely crafted musical instrument. A unique and beautiful boat. \$47,000.



ISLANDERS

36', '78. Vintage year. Teak, oak, cane with T&H sole, 50 hp Perkins dsl, self-tailing winches. \$52,500.

40' KETCH, '72, roomy cruiser	\$49,000
40' PETERSON, racer, 1980, very fast	\$69,000
37' 1968 CLASSIC	\$44,000
36' 5 from	\$36,000
36' FREEPORT, '78, Bristol condition	\$72,500
30' BAHAMA, '84, very clean	\$32,500
28' 1985, wheel, roller furling and water pressure	\$30,000



54' VENNEKENS TOPS'L SCHOONER, 1979

Belgium built galvanized steel pilothouse schooner. High quality construction, water-tight bulkheads. A finely fitted yacht... \$195,000.



38' GOLDEN STAR, '84. Sedan trawler, centered queen forward, radar, AP, Loran, refrig. \$95,000.



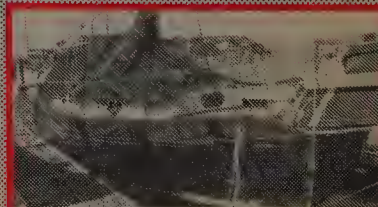
40 NEWPORT TRL, '70. Pilothouse trawler, two fireplaces, 8 kw gen., Bristol. Motivated owner. \$57,000.



41' MORGAN, '79. Center cockpit cutter, 1986 dsl with 400 hrs, AP, SSB, Loran, windlass, Bimini, dodger, refrigeration. \$69,900.



32' WESTSAIL, '75. Best known cutter cruiser, dodger, windlass, variable prop., handcrafted wood interior. \$45,000.



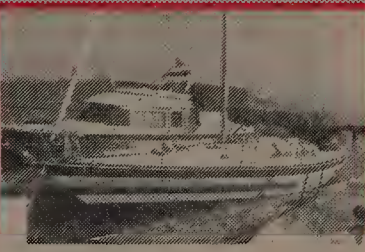
30' BABA, '81. Highest quality cutter. Teak decks, cabin tops and cockpit. Wheel steering, green LPU hull. \$62,500.

Also...

30' BABA, 1983

Tiller steering, F/G, non-skid cockpit and cabin tops. \$58,500.

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75' CUNNINGHAM, '74	210,000	37' HUNTER LEGNO, '88	84,500	24' FLICKA, '78	18,900
65' MacGREGOR, '87	137,500	37' ISLANDER, '68	44,000	50' STEPHENS	39,500
52' ABEKING & RASMUSSEN	68,000	37' RANGER, '74	42,500	49' ALBIN	145,000
52' CHEOY LEE, '82	225,000	37' RANGER, '73	47,000	47' DELTA CLIPPER, '80	83,500
50' GARDEN KETCH, '78	175,000	37' TAYANA, '78	73,000	46' CHRIS CRAFT CONNIE, '63	79,000
47' RHODES M.S., '71	112,000	36' HERITAGE, '78	65,000	45' LANCER, '81	142,500
46' SEA STAR, '82	142,000	36' ISLANDERS '73-'79, 4 from	36,000	43' PRESIDENT, '83	149,000
45' STARRATT, '81	94,000	36' ISLANDER FREEPORT, '78	72,500	42' TA CHIAO, '77	84,500
43' COLUMBIA, '69	56,000	36' PEARSON, '85	85,000	42' CHRIS CRAFT, '86	178,500
42' TAYANA, '83	155,000	35' SANTANA, '80	47,000	42' OWENS, '66	59,000
41' GAROEN, '73	65,000	34' BENETEAU 350, '89	79,000	40' OWENS, '64	41,500
41' LORD NELSON, '82	139,000	34' WYLIE, '79	34,000	40' BLUEWATER, '78	77,000
41' MORGAN, '79	69,900	33' HUNTER, '79	29,000	40' CRUIS-A-HOME, '75	55,000
41' MORGAN, '73	70,000	33' SWALCOW SWIFT, '78	50,000	39' CHRIS (STINGER)	65,000
41' MORGAN, '81	79,500	32' ARIES, '76	32,000	38' GSTAR SEAN, '84	95,000
41' MURRAY-PETERSON, '83	89,000	32' ARIES, '79	32,500	38' BAYLINER, '87	120,000
41' RHODES, '66	60,000	32' COLUMBIA, '76	24,500	38' PACEMAKER, '70	35,000
40' "SPRAY" PH, '80	48,000	32' ERICSON, '76	27,000	38' CHRIS CRAFT, '85	136,000
40' C&C, '82	75,000	32' VALIANT, '77	45,000	38' HUNTER, '59	23,000
40' CHALLENGER, '74	89,500	32' WESTSAIL, '79	52,500	36' EGG HARBOR, '78	115,000
40' CHEOY LEE O.S., '71	58,000	32' WESTSAIL, '76	52,000	36' CHRIS CRAFT, '64	26,000
40' ISLANDER KETCH, '72	49,000	32' WESTSAIL, '75	45,000	35' CHRIS CRAFT, '68	58,500
40' ISLANDER/PETERSON, '80	69,000	30' BABA, '81	62,500	34' HATTERAS, '64	23,000
40' MARINE TRADER, MS, '82	85,000	30' BABA, '83	56,500	34' CHRIS CRAFT, '57	16,000
38' COLIN ARCHER, '68	26,500	30' CATALINA, '78	22,000	34' SILVERTON, '90	2 from 104,000
38' BRISTOL	48,000	30' ISLANDER BAHAMA, '84	32,500	33' CHRIS CRAFT 336, '84	55,000
38' ERICSON, '81	65,000	30' PEARSON 303, '84	46,666	32' GRAND BANKS, '86	95,000
38' ERICSON, '84	77,500	30' YAMAHA, '79	25,000	32' COOPER, '89	75,000
38' MORGAN, '73	61,000	29' ERICSON, '77	19,500	32' UNILITE, '75	57,500
37' HUNTER LGND, '88	84,500	28' PEARSON, '86	39,500	30' VEGA, '74	33,500
37' HUNTER, '80	45,000	26' ERICSON, '85	24,750	28' SEA RAY, '86	34,000
37' ISLANDER, '68	44,000	26' ERICSON, '88	29,500	25' SKIPJACK, '80	20,000



40' C&C, '82. Epoxy bottom, 13 sails, ST winches. \$75,000.



52' CHEOY LEE M/S, '82. 3 staterooms, twin diesels, 12.5kw Onan, SailNav, Wefax, autopilot, 2 heads w/ showers. \$225,000.

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SAUSALITO



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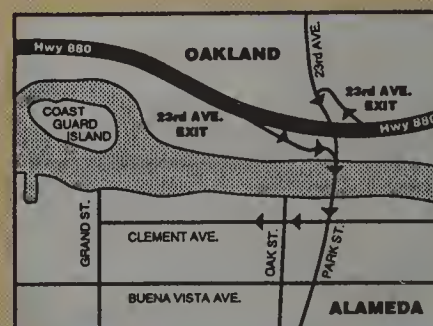
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